

The Hongkong Telegraph

WEATHER FORECAST
FAIR
Barometer 29.75

June 5, 1914, Temperature 6 a.m. 78, 2 p.m. 83
Humidity 82 69

(ESTABLISHED 1881.)
Copyright, 1914 by the Proprietor.

June 5, 1913, Temperature 6 a.m. 80 p.m. 88
Humidity 50 38

2815 庚戌年五月十五日

FRIDAY, JUNE 5, 1914.

伍拾圓 號五月大英

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TELEGRAMS.

BALKAN TROUBLES.

GREECE INSULTED.

[Reuter's Service To The "Telegraph."]

London, Received June 5.
Reuter's correspondent at Sofia states that anti-Greek demonstrations took place yesterday at Sofia and Varna. At the former place the crowd removed and carried off a Greek flag hoisted over the Greek Church. The Bulgarian Government has apologized for the incident.

The people of Varna seized two Greek Churches.

A Bulgarian official statement ascribed these outbreaks to the continual persecution of Bulgarians in the new Greek territories.

An Excited Populace.

Reuter's correspondent at Sofia states that the Greek steamer Florida, flying the American flag, carrying 300 Moslem refugees and several deported Bulgarians has arrived at Dedagatch. The populace is excited, and shops are closed. A meeting of protest demanded the release of the Bulgarians or the expulsion of the Greeks from Dedagatch.

TELEGRAMS.

"WHITE WOLF."

IS HE SURROUNDED?

[Reuter's Service To The "Telegraph."]

London, Received June 4.
Reuter's Peking correspondent states that "White Wolf" and his followers were concentrated at the following place: they were breaking up into small detachments and doubling back. They have now looted Tachow in Kansu, as well as the famous Lanchow of Choni.

They defeated the Mohammedans in one engagement, after which the latter were victorious, and they announce that they have surrounded the bandits on Lily Mountain to the south of Lanchow.

THE SUFFRAGISTS.

SOCIETY PRECAUTIONS.

London, Received June 5.

The police are taking most stringent precautions in regard to tonight's Court, as they have been warned of a suffragist plot to gain admission.

TELEGRAMS.

LABOUR ALLIANCE.

A BIG SCHEME.

[Reuter's Service To The "Telegraph."]

London, Received June 5.
The railwaymen and transport workers are privately conferring in London with a view to the establishment of a great Labour Alliance. The decision will be submitted to the annual meetings of the separate organisations for final endorsement.

Later.
The Conference has almost unanimously approved an Alliance providing for joint action on all questions vital to Trade Unionism, and also for preventing sectional differences. It has agreed to call a National Congress to confirm the decision.

GERMAN SHIPPING.

A NEW ZEALAND SERVICE.

London, Received June 5.

It is announced that the Norddeutscher Lloyd and the German-Australian Lines have decided on a joint monthly service between the Continent and New Zealand.

TELEGRAMS.

HYDROPLANE ACCIDENT.

BRITISH OFFICERS KILLED.

[Reuter's Service To The "Telegraph."]

London, Received June 5.
Commander Rice and Lieutenant Cresswell have been killed by falling from a hydroplane at Southampton Water.

Later.
The hydroplane suddenly dived into the water. The body of Lieut. Cresswell, who was piloting the machine, was found strapped to the hydroplane. He was terribly injured. The body of Commander Rice has not been recovered.

MR. BOWSKILL'S CASE.

OFFICIAL INVESTIGATION.

London, Received June 5.

Reuter's correspondent at Lisbon states that the Colonial Office has sent an official to the Congo to investigate the detention of the Rev. Mr. Bowskill.

TELEGRAMS.

ALBANIAN UNREST.

PROTECTING THE PRINCE.

[Reuter's Service To The "Telegraph."]

London, Received June 5.
Reuter's Agency learns that Britain and Germany have expressed their readiness to each send a warship to Durazzo, in the event of danger to the Prince.

MOTOR-CYCLING.

DISASTER AT A RACE.

London, Received June 5.

Reuter's correspondent at Pittsburg states that during a motorcycle race one of the machines dashed into the spectators, killing two and injuring several. The rider, Mr. Archer Armstrong, is not expected to recover.

TELEGRAMS.

EMPRESS VICTIMS.

A PATHETIC FUNERAL.

[Reuter's Service To The "Telegraph."]

London, Received June 5.
Reuter's correspondent at Quebec states that twelve members of the crew of the Empress of Ireland were buried there with ceremony.

Military bands were present, and the flags in the city were flown at half-mast. There were services in the churches.

Captain Kendall was present at a Roman Catholic service. He broke down and wept bitterly.

GOLF.

THE OPEN CHAMPIONSHIP.

London, Received June 5.

The Open Golf Championship has opened at Troon. There are 78 fewer entries than last year. The principal amateurs competing are Jenkins and Hilton.

THE AMERICAN CUP.

DEFENDERS.

Without doubt one of the most interesting features of this year's contests for the America Cup, says the *Evening Standard*, is the fact that both the challenging and defending yachts will be fitted with centre boards. So far as Shamrock IV is concerned, she is the first vessel ever built in England in connection with the cup-racing to have a centre-board, while the last defender so fitted was Vigilant, who beat Lord Darnley's Valkyrie II. in 1893. The earliest rumours which came across to England concerning the three yachts which are being built in America led people to believe that one and one only of these would have a centre-board, but we may now safely assume that all three of the vessels now in course of construction for the defence will be so fitted. The reason of this is not far to seek. The universal rule of rating under which Shamrock and the defending vessels are being built places a heavy impost on draught, while under the special conditions which govern contests for the America Cup a centre-board is untaxed, consequently all the designers are seeking to obtain draught with as little tax as possible. Shamrock IV is designed for 75 ft. waterline, and all the American boats are designed for the same length, but whereas the challenger may not exceed that length by a fraction of an inch the defender will not be absolutely restricted to that length. Of the three boats building in America one is being built from Harreshoff's design for a syndicate of New York Yacht Club members. She will be named *Resolute*. Another boat is being built for a syndicate of New York and Philadelphia yachtsmen from the design of George Owen, who has never hitherto produced a vessel in connection with these contests, although he was associated with the Harreshoff yard at the time the Reliance, who successfully defended the cup in 1903, was built. The third vessel is being built for Mr. A. G. Cochran from the design of William G. Lamer, of New York. Mr. Cochran will be remembered as the owner of the schooner Westward who came across to England in 1910 and practically swept the board at the regatta.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Anti-Greek demonstrations are reported from Sofia and Varna.

The Open Golf Championship has commenced at Troon.

The police were warned of a suffragist plot to gain admission to last night's Court.

Britain and Germany have expressed their readiness to each send a warship to Durazzo in the event of danger to the Prince.

An official from the Portuguese Colonial Office has left for the Congo to investigate the detention of the Rev. Mr. Bowskill.

The N.D.L. and the German-Australian Lines have decided on a joint monthly service from the Continent to New Zealand.

Commander Rice and Lieut. Cresswell have been killed by falling from a hydroplane at Southampton.

A conference of railwaymen and transport workers has approved an alliance providing for joint action on all questions vital to Trade Unionism.

"White Wolf" and his followers are reported to be surrounded by Mohammedan troops on Lily Mountain, to the south of Lanchow.

NEWS.

Log book appears on page 6 and commercial news on page 9.

General news and an article on Chinese wedding customs appear to-day on page 3.

The annual report on the New Territories appears elsewhere in this issue.

The report for 1913 on the work of the Observatory is given in this issue.

The s.s. *Twingone*, which was recently afloat at Taticorin, has arrived here for a refit.

Fire broke out last evening in Jubilee Street. Considerable damage was done.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Causeway Bay—4.15 p.m. and 9.15 p.m.

Antique and Curious—G. F. Lammer's Sales Rooms—2.30 p.m.

Presentation to Sir Kai Hokuai at City Hall—3 p.m.

Band at North Point at 9 p.m.

Monday June 16.

Crown Land Sale—2.30 p.m.

THE NEW TERRITORIES.

Reports For Last Year.

Mr. S. B. O. Ross, district officer in the Northern District of the New Territories states in his annual report:—

Mr. G. N. Orme acted as District Officer from the 1st January to the 25th August. I assumed my duties as District Officer on 25th August. Mr. N. L. Smith acted as Assistant District Officer from the 1st January to the 31st March when the post of Assistant District Officer was abolished. Mr. Last, Land Bailiff, died on the 25th July and Mr. Burford was appointed in his place. Mr. Unwin, Land Bailiff, died on the 3rd September and Mr. Chambers was appointed in his place. A change was made during the year in the administration of the District. The District was run by a District Officer and an Assistant District Officer who had equal powers, and who were both Assistant Superintendents of Police and were as such subordinate to the Captain Superintendent of Police. On 1st February, Major (then Captain) Woodhouse of the 128th Baluchis was appointed Assistant Superintendent of Police and on the 31st March the post of Assistant District Officer was abolished. The present arrangement is therefore the same as that which obtained before 1908 except that the Assistant Superintendent of Police is not now also Police Magistrate and Collector.

The land cases which come before the District Officer have altered materially in the last few years. Disputes with regard to graves and forestry areas have now almost ceased to exist. The registration of grave sites which was started in 1909 is popular and is responsible for allaying quarrels which could never be settled in a satisfactory manner as all evidence was so perjured by the time the case came before the Court that the discovery of the real facts was impossible.

Some years ago by tacit consent parties did not bring forward cases relating to the "Tao" and the settlement of ancestral property. Now a large number of the cases heard are applications for a declaration as to the parties entitled to take a share in the property of a common ancestor and these cases are of great interest and light they throw on the

family life and customs of the people and any problems which arise can nearly always be solved by demanding the production of the "Tao" or family register which is kept by each family. I have never heard any one dispute an entry in the "Tao Po."

The Revenue collected in the District is set forth under the various heads in Table B. The total amount collected is \$111,301.72 which is an increase on the amount collected in 1912 when the figures were \$108,607.87.

For purpose of comparison I set forth in Table C the revenue collected in the District since 1908.

The year was a prosperous one as a whole. There were two typhoons which did a certain amount of damage more especially to bands in the Sha Tau Kok and Sha Tin districts, but the second crop was excellent and made amends for the damage done. Rice was sold at Yan Long market after the second crop at the high price of \$5.40 a picul and large quantities were sold at this price for transshipment to Siam.

The road to Au Tau from San Tin was completed during the year with the exception of the bridge over the creek just before Au Tau. The road and bridge connecting the large village of Kam Tin with the Au Tau, San Tin and Au Tau, Causeway Peak roads were also completed.

Throughout the year there was an almost complete absence of serious crime.

Southern District.

Mr. S. B. B. McElderry reports on the Southern District.

Mr. G. R. Sayer acted as Assistant District Officer from January 1st to November 21st. Mr. S. B. B. McElderry acted from November 22nd to the end of the year.

The rice crop was very good throughout the district though some damage was done locally to the second crop by salt water flooding in the August typhoon. Sweet potatoes and the pineapple crop of Tuen Wan and Tsing I were also good.

The prosperity of Cheung Chau seems to have fallen off slightly owing perhaps to the increased fees levied on junks and fishing

boats which may prevent some from entering the harbour. There is, however, no abatement in the demand for building land and considerable development during 1914 seems probable. The position of the new market has been altered to permit of a proper approach road from the foreshore, where a pier is to be constructed, to the police station, and the buildings now stand in an open space bordering on the new road. Regulations to prevent the sale of fresh meat and vegetables elsewhere than in the market are in contemplation.

A WOMAN'S MEAL.

Sexes, Tea and Dinner.

Every now and then a doctor—some great disturber of the human organism and unsettle of human life—is heard proclaiming that nothing will ever be done to improve our fallen condition until the hours of our meals are changed, since we eat at the wrong time in the day. For instance, how clear it is (to doctors) that we should never eat a meal for six or seven hours before going to bed! Our last meal, the immense meal of the day, should be, or rather, should be at tea time, without being like tea as we now understand it. It should be a nutritious repast—the cena of vanished ages, eaten as light falls from the sky. And, after that, nothing. Then there should be breakfast and nothing between breakfast and this tea supper but a biscuit. To live thus would be to prepare the coming of Superman.

Life and Meal Times.

But to ask this, or anything like this—to ask for any such change in the hours and significance of meals—would surely be as good as to demand that all things should be made new, old values revalued, old laws broken up. Our business habits would have to change with our meal times; our social habits also. Some think that life revolves round what our friendly neighbours the French, in compliment to us, call struggle-for-lifeism, or, by a variant in this imitative term, struggle-for-lifeism; but doctors know better than this small

Darwinism: they know that human life ultimately revolves round meals. Change, our meals: immediately you change the manner in which our life goes round.

Even if the common mortal, however, were brought to accept the doctor as a reliable guide in life, the difficulty of getting a permanent meal-reformation through would still be very great; simply because we have all got into the possibly regrettable habit of permitting private judgment in the matter of what we eat and when we eat it. Meals no doubt were once a sort of ritual, faithfully to be observed by the tribes that knew how to mingle pleasure and duty over roast mutton in a golden-boughish unanimity. In those days it must have been a heresy to refuse mutton, as now it is in some quarters to partake of pork. Similarly, to announce that you "never took anything" at such-and-such an hour, but preferred to "wait till later," would have brought you under the suspicion of some such crime as that of children eating—a charge so frequently brought against early Christian communities by their enemies. You were compelled to conform, then, in the matter of food, far more closely than you were in matters of belief. In such times the doctor could have brought all men into line.

All men, and we suppose, all women; since women, ostensibly obeyed. But even the mention of women reminds us, precisely, of the awful sex war that would follow upon a new diet timetable formulated solely by men to-day. In one thing, in fact, men and women do without disagreeing rudely, at least tacitly agree, and that is in the varying importance they attach to the three or four meals of the day. We might sum this difference very roughly by pointing out that, to men, the meal really matters; to women, a good dinner. Now the lack of solidity and seriousness in the average woman's dinner has long been a matter of pain to the average man who has married her—or simply to the man who happens to have the honour to dine with her. However healthy and hungry, etc., etc., she cannot, by her nature, be brought to see that dinner matters very much. He says: "You don't seem to be eating anything." She admits it. She is careless, indifferent. Not only does she miss half the courses, but not only does she eat very little,

but she lets it be seen, by her whole manner, that dinner isn't a woman's meal. She is conforming to a male tradition in order to save trouble. Secretly, like some early sects, she has eaten, or will eat, apart.

When? And how? At tea always; and a woman's indifference to dinner depends upon her preference for tea.

If you're a man you will interrupt: "But tea isn't a meal at all."

A Woman's Favourite Meal.

That is just what, to women, is so delightful about tea. It isn't a real meal—not the sort of meal one has to fuss about, and prepare, and tell servants about, and order elaborately from trades-people. It is a spontaneous, one might almost say an inspired, meal. It is not a set meal with prescribed courses and solemn intervals. It is just eating—pleasant eating—eating that, with the progress of civilization and the emancipation of women, has gathered round the mere "origin" of a cup of tea: primitive tea ceremony still observed by wily men in business. Women, only women, understand tea; and they say the Japanese do also. But the Japanese don't understand cakes. Tea cake, muffin, toast, cakes, cake, tea.

Hearing this enumeration, a man raises his eyebrows and pretends to be shocked. He says: "But you will spoil your dinner! You won't be able to eat your dinner!" He had much better say over lunch: "Be careful; you won't be able to eat any tea."

Nearly all women revive a little over tea. They are at their best then, as they are at their worst over breakfast. With men it is quite different. In an Amazonian community, then, like that configured in Lytton's "Coming Race," the meal times, or the relative importance of meals, would at once be altered to suit women, the rulers. The dominating sex chooses the hours for food. It is not sufficiently clear, then, that in any reform of meal-times the doctors and legislators would have to begin either by reconciling the sexes or else by arranging that they should eat, like the Spartans, at different times, at different tables, and of totally different foods?—*Times*.

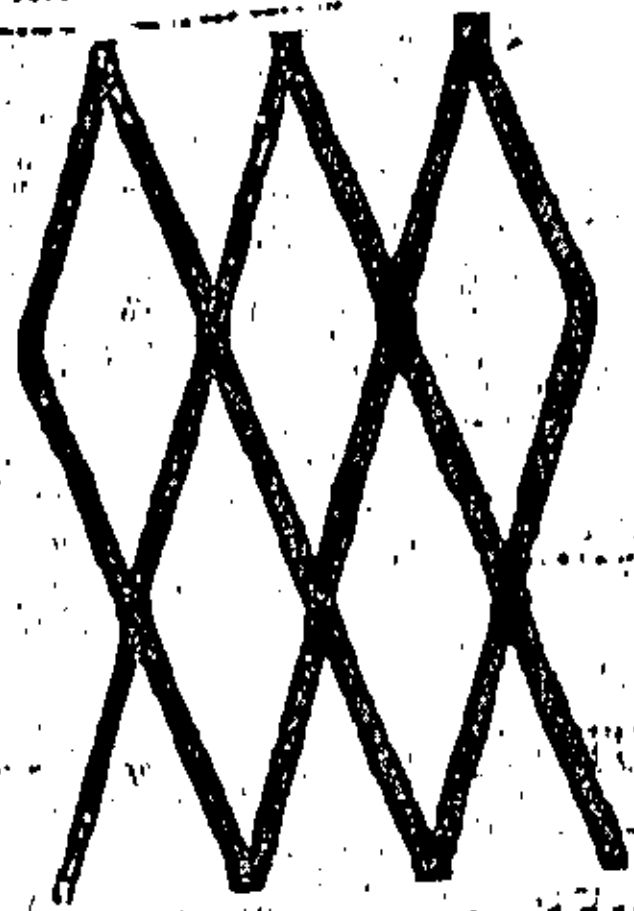
Notices.

EXPANDED METAL

OR PLASTER WORK AND REINFORCED CONCRETE CONSTRUCTION

AS USED IN NUMEROUS IMPORTANT WORKS IN

FOR FLOORS, ROOFS, FOUNDATIONS, WALLS, &c.



GREAT BRITAIN and AMERICA.
STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.
(Special for any description of Machinery or Engineering Plans on application to)
DODWELL & CO. LTD. Machinery Dept.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO. LTD.
CONTRACTORS TO HIS MAJESTY'S NAVY.

DODWELL & CO. LTD.
General Managers.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—
Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death and Namourous Options at the Age of 25.
Write for Pamphlet and Full Particulars to
DODWELL & CO. LTD. Agents.

ASTHMA

CAN Be Cured

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a small dose of

NORRIS' ASTHMA CURE

will give you certain, prompt relief and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NORRIS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

Obtainable at Messrs. A. S. WATSON & Co., Ltd. and all Chemists and Patent Medicine Vendors.

Price: \$2.50 per bottle.

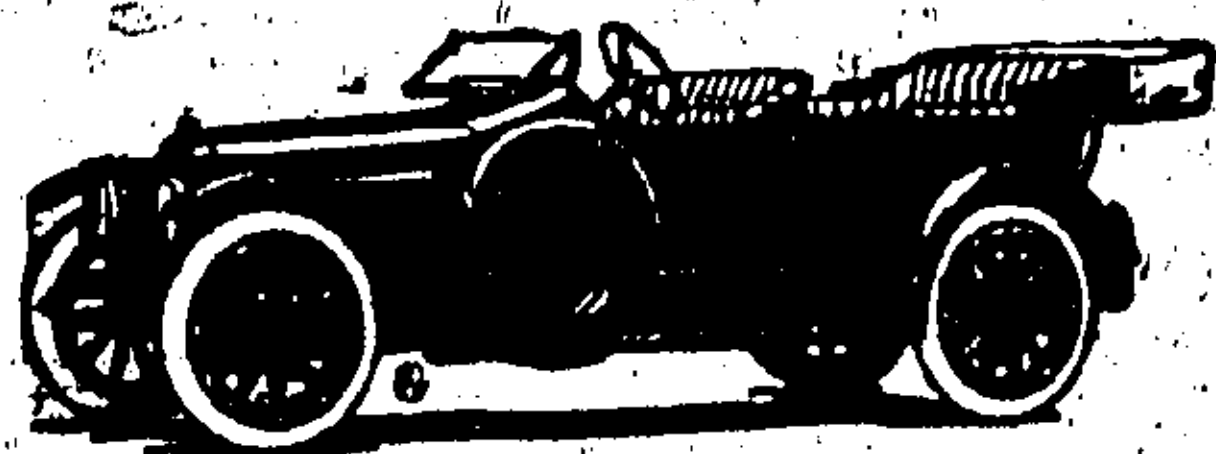
GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
General Managers.

Hongkong, 16th August, 1910

Cars on Hire at Reasonable Rates. Prompt Service.
JUST ARRIVED.



3 NEW MODELS
HUDSONS
AND
1 OVERLAND
BRITISH MADE, FROM THE OLYMPIA EXHIBITION
CALL AND INSPECT THESE NEW ARRIVALS.
Des Vaux Road, **DRAGON CYCLE DEPOT.** Tel. No. 462.

GEORGE STEIGER.

SAUSAGE FACTORY AND DELICATESSEN STORE
14, DUNDAS ST. EAST, (OPPOSITE THE CHAMBERS' INSTITUTE).
ALL KINDS OF SAUSAGES
FRENCH, ENGLISH AND GERMAN.
IN LARGE OR SMALL QUANTITIES. BEEF AND PORK SAUSAGES, FRESH DAILY. SPECIAL ARRANGEMENTS FOR HOTELS, CANTERES, BOARDING HOUSES, SHIPS, PIONEER PARTIES, ETC., ETC.

FOOK SANG & CO.

GEN TLEMAN. LADIES TAILOR & DRESS MAKER.
ALL KINDS OF INDIAN, CHINESE & JAPANESE SILK, CLOTHS, EMBROIDERED GOODS OF ALL VARIETIES. INSPECTION INVITED.
40 W. LINTON STREET, HONGKONG.
Telephone 1641

Notices

"O.K." SAUCE.

"Gold Seal" Worcester Sauce.

"O.K." Pickles.

Sole Agents for Hongkong & South China.

ALDERTON & CO.

ALEXANDRA BUILDINGS.

HONGKONG.

Hotels

HONGKONG HOTEL

A LA CARTE GRILL ROOM.

Now Open

Hongkong April, 20 1911 J. H. TAGGART, Manager

GRAND HOTEL.

QUEEN'S ROAD, CENTRAL. TEL. ADDRESS "COMFORT"

Central Position; Large Airy Rooms; Hot, Cold and Shower Baths; Electric Light and Fans Throughout; Large Comfortable Lounges; Private and Public Bars; Billiard Rooms. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Time and Dinner. SPECIAL DINNERS AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Special Rates for Married Families on Application.

"The Grand Hotel orchestra will play selections during lunch and dinner at intervals during the day."
Tel. No. 197. P. REICHMANN, PROPRIETOR.

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trams Pass Entrance.
One Minute's Walk from Ferry. Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch meets All Steamers.
Tel. No. 197. R. H. NORTH, Manager

Telegraphic Address: "VICTORIA"

THE CARLTON HOTEL.

PERFECT SANITATION.

High Class Accommodation for Families at Moderate Prices; Those Desiring Economy combined with Comfort, Quiet and a Most Refined Home, Free from Household Annoyances, should inspect these Residential Quarters.
Luxuriously furnished Lounge, Drawing, Reading & Writing Rooms.
Under Personal Management of
O. E. OWEN, Proprietor.

ROYAL GEORGE HOTEL, KOWLOON.

This Hotel has been thoroughly renovated and is now well furnished and it is under the management of a Co-operative and Experienced Manager.
New Private Bar, Private Sitting Rooms and Dining Room have been specially fitted upstairs 1st floor in order to meet the wishes of Customers who prefer Quietness and Comfort. Catering to Private Parties, Picnic Parties, etc., shall be managed by applying to Mr. Newton, the Manager.

H. RUTTONJEE, Proprietor.

Try Our 1st Grade Guaranteed Australian Butter. Absolutely the Best Imported—75 cts. per lb. Coffee 70 cts. per lb. For the Best Cakes, Scones, Bread, Coffee, Meals a la Carte and Table d'Hote, Afternoon Teas, Ices, Milk and Cold Minerals. Only at

THE ALEXANDRA CAFE.

Grand Hotel de l'Europe, Singapore.

BEST SITUATED HOTEL IN TOWN.

EVERY ROOM HAS A BATH-ROOM; DRESSING ROOM ATTACHED.

MOST UP TO DATE SANITARY ARRANGEMENTS.

Under the New Management of
F. P. BAUR, late SAVOY HOTEL, LONDON.

THE TOR HOTEL.

LIMITED.

KOBE, JAPAN.

Under Swiss Management.

The finest Hotel in Japan, situated on the Hills, amongst the pine trees. Has a panoramic view from the Verandah, of the Inland Sea and Kobe Harbour.
All the Rooms with Baths attached.
Hotel's own Steam Launch & Motor Cars meet all Steamers & Trains.
French Chef.
HENRY LUTZ, Manager.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP

The Post.

near the Tram Terminus.

Tel. 86.

For Terms apply to the

MANAGER

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1012

Developing, Printing & Enlarging

Hongkong, 18th July, 1913.

Notices

YOU WANT A MOTOR CAR? ALLRIGHT.

PHONE 1036

THE EXILE GARAGE.

33-35 DES VOEUX ROAD,

Where You will get Expert Service and every Satisfaction

JOHNSON'S HAIR DRESSING SALOON.

RAZORS GROUND AND SET.

SINGING, SHAVING, ELECTRIC MASSAGE, SHAMPOOING &c., A SPECIALITY.

Toilet Requisites, Cigars & Cigarettes always on hand.
No. 37, QUEEN'S ROAD CENTRAL, HONGKONG.

SAVE HALF YOUR COMPRADORE'S BILL AND OTHER EXPENSES, ON OUR PLAN.

THIS IS GENUINE. Stamped addressed envelope for reply to W.H. Emberley, General Commission Agent, 6 Gordon Terrace, Kowloon.

CALDBECK, MACGREGOR & Co.

ESTAB.

1864



SOLE AGENTS FOR

FALCON PILSENER BEER

PURE,

PALATABLE, WHOLESOME.

PER DOZEN QUARTS \$3.48

" " PINTS \$2.24

DUTY FREE.

WE "EXPRESS" TO ANY ADDRESS.

WE, **HONGKONG PARCEL EXPRESS & STORAGE CO.** CARRY, TRANSPORT, STORE, INSURE.
We Forward to All Parts of the World.
Telephone 1208 3, Dell Street

PHONE RAMSEY & CO. No. 1683.

12, PORTINGER STREET, HONGKONG.
TYPEWRITER TIPS.

YOUR TYPIST IS AN EXCELLENT TYPIST BUT HE IS NOT A MECHANIC. DO NOT EXPECT HIM TO KEEP HIS MACHINE ALWAYS IN FIRST CLASS CONDITION. LET US DO IT FOR YOU AND SO INCREASE UTILITY IN YOUR OFFICE. PHONE US. WE DO THE NEEDFUL TO YOUR ENTIRE SATISFACTION!!!

TYPEWRITER SPECIALISTS

Everything for the Typewriter, including experience; Typewriter Bureau. Typing Undertaken, Reasonable Rates.

FIDELITY ASSURED!!!

Typewriters Bought, Sold, Exchanged and on Hire, Ribbons for all Machines 25% Reduction. OUR PRICE \$1.50 Small Machinery of all Kinds Cleaned.

OUR CONTEMPORARIES.

Daily News.

The Colony's Expansion.
When we reflect upon the rate at which the population of the Colony has grown in the last twenty years, it will be readily recognized that some such scheme as that now outlined in the draft Agreement laid before the Legislative Council yesterday is an urgent necessity in the general interest of the Colony. There is no reason to believe that the limits of the Colony's expansion have yet been reached; on the contrary, the railway developments which are taking place in South China, the indications of change and progress in all directions among the Chinese, leading to increased foreign trade, the opening of the new shipping route through the Panama Canal—all these things point to the continued progress and prosperity of this Colony. That means that its population may be expected to grow in the years to come, as it has grown in the past. It is some such considerations as these, we presume, which have led to the production of this scheme for developing the South side of the Island; and while, as we have said, the scheme, as outlined in the Agreement will instantly appeal to the public as one which deserves every encouragement, a fuller statement from the promoters as to how they propose to lay out the area will be awaited with eager interest.

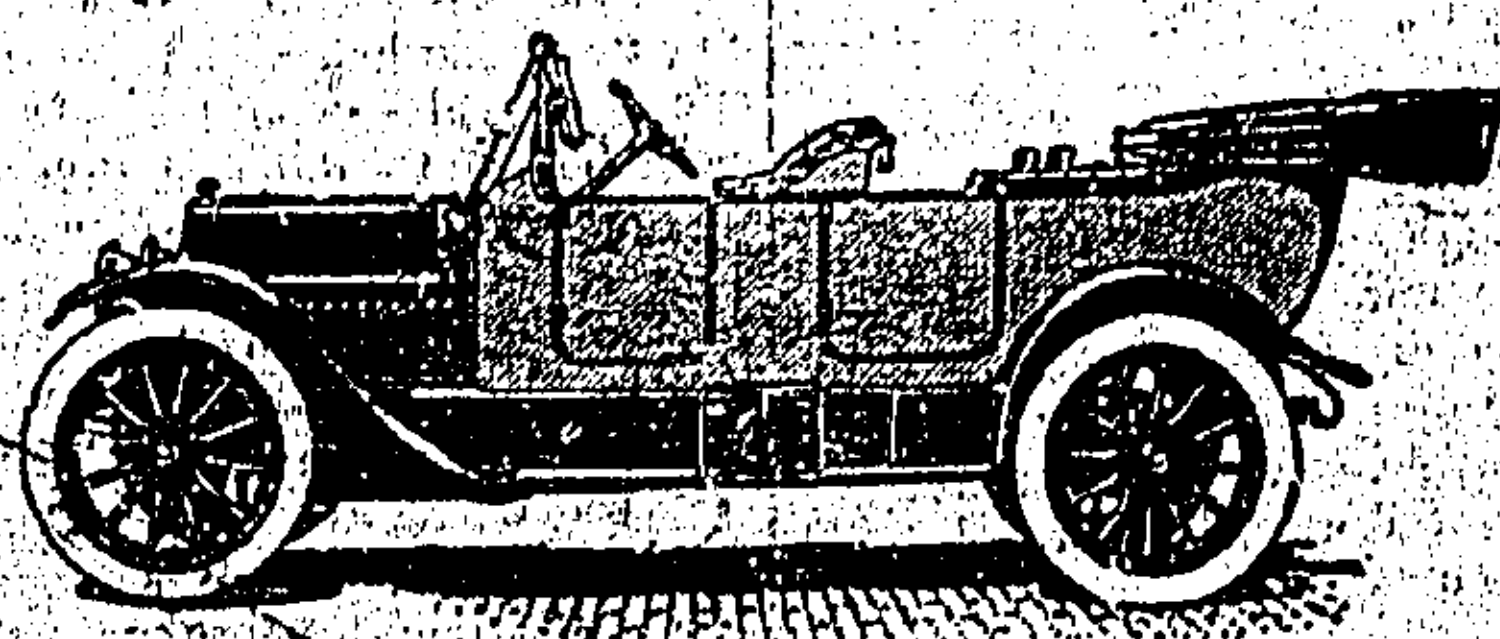
China Mail.

Unrest in Canton.
On the other hand, we think we are justified in saying that a considerable body of people, who probably have little or no sympathy with the objects of these local revolutionists, are in doubt as to the wisdom and even the justice of these continuous executions of their fellow-countrymen. There seems to be a feeling abroad, though only secretly expressed, that H. E. Lung Tsi Kwong is too rigorous against those suspected of plotting against him. The whole question is no doubt filled with difficulty for those who have to keep the peace. The political standards of the west cannot at present be applied to the people, as the malcontents themselves do not understand the meaning of the word "parole," and even if they did, probably they would not think that the heavens would fall if they departed from what they had promised, as the payment for their provisional pardon. Meanwhile, whatever China may think, it is impossible for foreigners to feel anything but the profound regret, to use no stronger word, that week after week, in these days, so much blood should continue to flow.

South China Morning Post.

"Let us Forget."
The Hongkong General Chamber of Commerce, caught by the wave of enthusiasm eagerly took the matter up, and promptly circulated a letter amongst its members urging them to subscribe to a fund for a suitable memorial. No results have been published. The surviving officers lost all they possessed—Captain Weatherall's policy of insurance lapsed on April 1st, and at yesterday's meeting of the Legislative Council the sum of \$2,760 was voted to enable the gallant defenders of the British flag to fit themselves out afresh. The recipients of this sum are all men in the prime of life and probably will have no difficulty in obtaining fresh employment, but it was announced at yesterday's Council meeting that the widow of Chief Officer Evans will have something done for her "when we hear from London."

For a good solid meal, Cards or Table d'Hote, Wines & Liquors of the Best. **ALEXANDRA CAFE.**



LAW & Shudebaker No. 3 Dundell St. Sole Agents.

GENERAL NEWS.

Towns Amalgamation.
The Local Government Board has issued the draft of a provisional order for the amalgamation of the three towns of Plymouth, Devonport, and Stonehouse. The new borough, which will keep the name of Plymouth, will have a population of over 200,000 and there will be no differential rate. The new council, the constitution of which has yet to be decided, will be elected on November 9.

Motor-Van's Charge.
In a case at Crownhill, near Plymouth, in which Thomas Fielding, driver of a motor-van, was fined £1 and costs for driving to the public danger, Captain M. Hamilton, of the Gordon Highlanders, stated that on Easter Monday he was marching along Tavistock-road at the head of his company when the defendant's van, going at a speed of twenty miles an hour, dashed out from behind a trap and drove into the troops. He and others were forced to break ranks and take refuge in the hedge.

Fox Poisoning.
A number of foxes have been found dead in the neighbourhood of Boston, Market Drayton, in the country hunted by the North Staffs. One of the foxes was sent to a London veterinary expert, who reported that the fox died from strychnine poisoning. A reward of £20 has been offered by local landowners for the discovery of the person laying the poison.

Lord Powis's Heir.
At Walsor, Shropshire, recently celebrated place in honour of the coming of age of Viscount Clive, elder son and heir of the Earl and Countess of Powis. Lord and Lady Powis gave a luncheon to some 300 tenants of their Shropshire estates and others. Presentations were afterwards made from the Walsor tenants, a gold rose dish and ewer from the Mansfield tenants, a silver cigar-box, from the Styche tenants, a silver inkstand and blotter, and from the boroughs of Ludlow and Bishopscastle illuminated addresses.

Bomb at Waterworks.
An attempt to blow up the valve house at one of the principal reservoirs of the Dewsbury and Healdsworth waterworks, Yorkshire, was made by Suffragettes the other night. A heavy bomb loaded with powder was placed in position but failed to explode. Had it done so a great loss of life might have resulted through the banks of the lower reservoir bursting by the sudden pressure of water.

An Historic Spot.
The York City Estates Committee are proposing to place a tablet on the city wall between Monk Bar and Lloydsburgh, on a site of great historic interest, pointing out that this was the spot where, in A.D. 306, Constantine the Great was proclaimed Emperor beside the funeral pyre of his father, Constantine.

Walked 250,000 Miles.
A purse of money has been presented by the residents of Headcorn (Kent) to James Wilding, who has retired from the position of postman after forty-eight and a half years' service. During that period he has walked upwards of 250,000 miles in the discharge of his duties.

Cemetery Early Closing.
Owing to the great crowds of people who visit Lawnswood Cemetery, Leeds, the Huddersfield Board has decided upon earlier closing hours. It is stated that on Sundays cyclists make the cemetery a place of call in the early morning. In the afternoon the two-minute service of tramwaycars brings crowds who make the place a pleasure resort.

York-Twelve Years' Dispute.
A dispute that has lasted twelve years has just been settled in a little village on the Holderness coast named Ulrome. The dispute was over a clock for the church tower, for which forty poor parishioners subscribed. The clock was not placed in position because the representatives of the subscribers were unwilling to let the clock pass under the control of the vicar. The vicar declared that the clock was not erected because the farmers did not want the labourers to know the time to knock off work. After the lapse of all these years the clock has now arrived in the village.

Notice

S. MOUTRIE & Co., Ltd.

PIANOS

ON

HIRE

At \$10 Per MONTH.

TUNING AND REGULAR ATTENTION INCLUSIVE.

A CHINESE WEDDING.

Description by a Lady Author-Traveller.

The following article is contributed to the Daily News by Mrs. Mary Gaunt, who has recently visited China and Mongolia:—
It was a Christian wedding between one of the Chinese evangelists and a girl of the school attached to the American Presbyterian Mission. The contracting parties had never spoken to each other; that would have been a frightful breach of decorum, but as they went to the same church, it was possible that they knew each other by sight. The bride came of a poor family and the bridegroom had been paying for her education; and it is on record that he once, with the consent and connivance of the schoolmistress, had written to her exhorting her to diligence, and pointing out how good a thing it was that a woman should be well-read and cultured.

It was a glorious winter's day, with golden sunshine for the bride and the air, the keen invigorating air of Northern China, sparkling with frost. The Church was decorated by devout Chinese Christians, who had worked hard at it with results that to Western eyes were a little weird and outlandish. The Chinese, as a nation, are highly artistic, but the artistic faculty is one that requires educating. Over the platform was a bank of greenery, very pretty, with flowers dotted all over it, and on it Chinese characters in cotton wool. "Earth rejoices, Heaven sings," and across that again was a festoon of small flags of all nations, while from side to side of the church were slung garlands of gaily-coloured paper, the five colours of the new Republic. When I think of the time and patience that went to the making of those garlands I was quite sorry they reminded me of fly-catchers. But the crowning decoration was the Chinese angel that hovered over all. This being was clad in white, girl in at the waist, foreign fashion. Great white paper wings were spread out behind, and from her head, framing the decidedly Mongolian countenance, were flowing golden curls, made by the ingenious decorators of singed cotton wool.

One o'clock was fixed for the wedding, and at a quarter to one the church was full. They did not have the red chair for the bride. The consensus of opinion was against it. "It was given up," they generally had carriages. And, anyhow, it was a ridiculous expense"; so it was decided that the bride should walk. The bridegroom stood at the church door on the men's side of the church, a tall stalwart Chinaman with his black hair sleek and oiled and "cut short" after the modern fashion. He was suitably clad in black silk, and beside him stood his special friend, the chief Chinese evangelist, who had himself been married four months before. At the organist the American doctor's

pretty young wife, and as the word was passed, "The bride is coming," she struck up the wedding march, and all the women's eyes turned to the women's door, while the men, who would not commit such a breach of decorum as to look, stared steadily ahead. But the wedding march had been played over and over again before she did come, resplendent and veiled, after the foreign fashion, in white mosquito netting with pink and blue flowers in her hair and another bunch in her hand. The bridegroom wished her to wear silk on this great occasion, so he had hired the clothes, a green silk skirt and a bronze satin brocade coat. A model of Chinese decorum was that bride. Her head under the white veil was bent, her eyes were glued to the ground, and not a muscle of her body moved as she progressed very slowly forward. Presumably she did put one foot before the other, but she had the appearance of an automaton in the hands of the women on either side—her mother, a stooping little old woman, and a tall young woman in a bright blue brocade coat, the wife of the bridegroom's special friend. Each grasped her by an arm just above the elbow, and apparently propelled her up the aisle as if she were on wheels. Up the opposite aisle came the bridegroom, also with his head bent and his eyes glued to the ground, and propelled forward in the same manner by his friend. They met, those two who had never met face to face before, before the minister; and he performed the short marriage ceremony. As he said the closing words, the Chinese Evangelist became Master of Ceremonies. "The bridegroom and bride," said he, will now bow to each other once, in the new style."

The bride and groom standing before the minister bowed deeply to each other.

"They will bow a second time," and they bowed again.

"They will bow a third time," and once more they bowed low.

"They will now bow to the minister," and they turned like well-drilled soldiers and bowed to the white-haired man who had married them.

"They will now bow to the audience," and they faced the people, and bowed deeply, and everybody in that congregation rose and returned the salutation.

"And now the audience will bow to the bride and bridegroom," and with right goodwill the congregation, Chinese and the two or three foreigners, rose and saluted the newly-married couple.

It was over; and to the strains of the wedding march they left the church, actually together, by way of the women's entrance. But the bride was not on the groom's arm. That would not have been in accord with Chinese ideas. The bridegroom matched a little

If you have lost your appetite

one of the big variety of

dainty dishes at the ALEXAN-

DER CAFE is sure to tempt

you.

Prepaid Advertisements
ONE CENT PER WORD
FOR EACH INSERTION.

TO LET.

ROGATE, Austin Road, Kowloon; unfurnished.
No. 19, Shelley Street.
TO LET.—No. 5 Mountain View from 1st April 1914. Newly painted and colourwashed.
TO LET from 1st June 1914, 55 ELGIN TERRACE newly painted and colourwashed.
No. 12 Beaconsfield Arcade, Shop.
No. 7 Mountain View.
No. 7 Stewart Terrace, Peak.
No. 20 Belilos Terrace, newly painted and colourwashed.

FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.
Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913 [211]

TO LET unfurnished No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

TO LET.—Part of First Floor of No. 25, Des Voeux Road Central. Immediate Possession. Also 1 Motor Boat for sale. Apply —DRAGON CYCLE Co.

TO LET.

TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached. Nathan Rd., Kowloon. Kowloon Marine Lot No. 48 with Wharf.
Flat in Nathan Rd. Kowloon. Apply to HUMPHREYS ESTATE & FINANCE CO., LTD. Alexandra Building's

TO LET.—"LA HACIENDA E." No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET.—from 1st May, 1914 No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co. Prince's Buildings.

TO LET.—From 1st July 1914. In Canton on Shamen Lot 55. The premises now in the occupation of the Bank of Taiwan Ltd. Apply to DAVID SASSOON & Co. Ltd. Hongkong.

TO LET.—With immediate possession. Office:—2nd Floor of the Deutsch-Asiatische Bank's Building No. 7 Queen's Road Central. Also Large Godown in Basement of same building. Apply to DEUTSCH-ASIATISCHE BANK.

Notices.



Nothing is more worth of your consideration than the welfare of your eyes. The trouble that to-day is small and easily remedied, if neglected may get beyond single measures. Be on the safe side and if your eyes are giving trouble call on us and have them examined. No charge for light testing.

N. LAZARUS, OPHTHALMIC OPTICIAN. Tel. 1292. 1A, D'Aguiar St.

Apollinaris THE QUEEN OF TABLE WATERS. Supplied under ROYAL WARRANT OF APPOINTMENT to HIS MAJESTY KING GEORGE V

FORD MOTOR CARS.
Are the most popular because the FORD cars have stood the test:—
"MADE GOOD"
Universally, the FORD is considered to be the Best Car of its class in the world.
A FORD is ready to take YOU out for a Road Test.
CALL OR PHONE
ALEX. ROSS & Co.,
4, DES VOEUX ROAD, SINGAPORE.
Tel. 27.

QUEEN'S DISPENSARY
IS THE DISPENSARY THAT IS ALWAYS
AT YOUR SERVICE.
41, Queen's Road Central. Telephone Number 492.

PRICKLY HEAT POWDER.
A little dusted on the skin and gently massaged in will speedily cure Prickly Heat, remove Sunburn and the offensive odour due to excessive perspiration.
Large Tin Cents 60.
CURE FOR
PRICKLY HEAT AND SUNBURN.

Notices

MY CIGARETTE:—
AGAINST ALL HARM THOU HAST A CHARM.



ASK FOR WESTMINSTER "SPECIALS." KEEP THE EMPTY TINS FOR THEY ARE VALUABLE.
A Supply of all Westminster Brands has just been Landed Ex P. & O. s.s. "KHYBER."

LANE, CRAWFORD & CO.

JUST RECEIVED A NEW CONSIGNMENT OF
LAWN TENNIS RACKETS

INCLUDING		
SPALDINGS' "GOLD MEDAL"	PRICE \$20.00	
"TOURNAMENT"	12.50	
"SURREY"	10.50	
"GREENWOOD"	6.00	

Tennis Nets, Tennis Posts, and all Accessories.
RANSOME'S BRITISH LAWN MOWERS.

THE MEDICAL HALL

Deutsche Apotheke, :: Pharmacie Internationale.
Promptness and Efficiency in filling Prescriptions. Only the best Pure Drugs used.
HOURS FROM 8 A.M. TILL 6.30 P.M.
TEL. No. 1001
OUR PATRONS CAN RECEIVE ATTENTION AFTER OFFICE HOURS BY RINGING
TEL. No. 1001
NIGHT CALLS FOR URGENT CASES RESPONDED TO AT ANY HOUR. RING UP.
TEL. No. 1001.

GUARD AGAINST PLAGUE.

The season is with us when the utmost care should be taken to avoid infection.



IS THE IDEAL DISINFECTANT. The cost is insignificant in comparison with the results. IZALISE the Home, the Office, the Workshop.
W. R. LOXLEY & CO.
Agents: YORK BUILDINGS.

NESTLE MILK FOOD
THE BEST FOR INFANTS & INVALIDS.
OBTAINABLE AT ALL STORES.

HONGKONG
OBSERVATORY.

Report of Work During 1913.

The report of the director of the Royal Observatory, Hongkong, for the year 1913, states:—

In the month of June the Botanical Department planted an avenue of Latania palms, and cleaned the grounds. In November the western portion of the grounds was converted into a playground for the children of the Kowloon British School. The additions to the Main Building which were commenced in November, 1912, were completed in May, 1913. The new thermometer shed was not ready for use by the end of the year.

The principal feature of the weather in the year 1913 was the irregular distribution of rainfall. The fall was 4 inches above normal in March, 2½ inches above in July and 5 inches in September and was 3 inches below normal in April, 2½ inches below in May, 4 inches in August, and 1½ inches in October. The total rainfall for the year was 83.73 inches, or 0.65 inch above normal.

A drought occurred from October 12 to December 8, broken only by a fall of 0.03 inch of rain on November 8 and 0.71 inch on November 13 to 15. This would have caused a shortage in the water supply had it not been for the rain which fell in the typhoon of September 17 to 20.

Pressure was moderately above normal in January, October, November and December, and moderately below normal in April and July.

According to the records of the Beckley Anemograph the wind velocity was below normal in each month of the year, but there is evidence to show that the instrument is more sluggish than formerly, the mean velocity for the period 1884 to 1900 being 13.21 m.p.h., and for the period 1901 to 1913 only 12.41 m.p.h. This represents a defect of 0.200 miles of wind in the last 13 years.

A typhoon passed within 50 miles to the south of the Observatory at about 11 a.m. on August 17, when the barometer fell to 29.316 inches, and the wind attained a mean velocity of 86 m.p.h., as recorded by the Beckley Anemograph. A squall at the rate of 105 m.p.h. was recorded by the Dines Anemograph at 1.15 p.m. a.m. This storm was travelling at the rate of 34 miles per hour when passing Hongkong. A second typhoon passed within 100 miles to the north of the Observatory in the early morning of September 19, the barometer falling to 29.279 inches at 1 a.m. The maximum wind velocity for one hour, as recorded by the Beckley Anemograph, was 50 miles at 1.15 a.m., and the minimum squall velocity, as recorded by the Dines Anemograph, 70 miles at 1.15 a.m. 4 inches of rain fell in the first typhoon and 6 inches in the second. Owing to their short duration, comparatively little damage was done by either storm, though in the second a certain amount of unlooked-for damage was caused on account of the unusual track, and the consequent strong winds from westward instead of from eastward.

The tracks of 14 typhoons and 8 of the principal depressions which occurred in the Far East, in the year 1913, are shown on two plates in the Monthly Meteorological Bulletin for December.

SUSPECTED MURDER.

Curious Affair at Kennedy's Stables.

A Chinese named U Tsai has been removed to the mortuary from the stables of Kennedy's Horse Repository. Marks of bruises were found on the head and body and it is suspected that the unfortunate man was murdered, suspicion having fallen on a fellow employee who, it is alleged, has since disappeared.

Communion Service.

A Communion Service for R.O. Troops will be held in St. Joseph's Church on Sunday June 7, at 7 a.m.

SPECIAL CABLES.

A SHANGHAI IMPROVEMENT.

FILLING IN OF THE YANGKINGPANG CREEK APPROVED.

The following telegram has been privately received:—

Shanghai, Received June 5. The scheme for covering in the Yangkingpang Creek was unanimously accepted at the general meeting of rate-payers held yesterday.

[The scheme referred to has been under consideration for some time. The project is to drain and fill in the Yangkingpang, and with it that of similar treatment for the Defence Creek. The Municipal authorities recently pointed out that the present state of the latter waterway is far from satisfactory, and if it were to be deprived of such tidal scour as it at present receives and were to remain with a dead end, nothing but frequent costly dredging operations could prevent its assuming a highly unpleasant condition. It has been suggested to the Council that a main outfall sewer be laid to take the branch drains now discharging into the Defence Creek, and that the Creek be filled and converted into a broad cross road. The Stewards of the Racecourse have been approached by the Municipality on the matter, and they have approved the scheme, and the Council has intimated its willingness to enter into negotiations with the French Council as to the details of the work.]

(Special Pacific Service to the "Telegraph"—Router.)

"WHITE WOLF."

REPORTED TO BE AGAIN SURROUNDED.

Shanghai, Received June 5. According to Chinese reports, "White Wolf" and his followers have concentrated and marched on to Taichow. The troops are following up and are two days' march in the rear.

Reuter's correspondent at Lanchow states that General Maan Liang, after one defeat, gained a victory over "White Wolf's" forces, who are now surrounded on Lily Mountain, three hundred li to the south of Lanchow.

Latest reports are to the effect that Taichow has been looted and burned, as also has the famous Tibetan Lamasery at Ohoni.

FUNDS FOR CHINA.

BIG MONTHLY SUM ASSURED.

Peking, Received June 5. The Quintuple Group will probably agree shortly to pay the Government half a million sterling per month until the end of the year.

LAND OFFICER'S REPORT.

The report of the Land Officer, Mr. G. H. Wakeman, for the year 1913 states:—

During the year two thousand eight hundred and fourteen (2,814) Deeds and Documents were registered under the provisions of Ordinance No. 1 of 1844 affecting four thousand three hundred and seventy-four (4,374) lots of land. The total money consideration on sales, mortgages, surrenders and miscellaneous documents amounted to \$43,744,118.01 particulars of which are shown in Table I. The total number of documents registered in the Land Office under the provisions of Ordinance No. 1 of 1844 up to the end of 1913 was 54,232.

The total area of land sold and granted on Lease during the year was 411 acres 0 rood 21½ poles of which 281 acres 3 roods 31¼ poles was in respect of lands dealt with by the District Offices. The total area resumed was 112 acres 0 rood 12.2-5 poles being an excess of 209 acres 0 rood 9 poles land granted over land resumed during the year, which was due mainly to the letting of 1 large oyster bed and 2 large quarry lots.

The number of Crown Leases granted during the year was 118. A large number of these were new leases granted for portions of Marine Lot No. 54 (which was re-entered last year) as Inland Lots.

The total amount of fees collected by stamps exclusive of the New Territories during the year amounted to \$52,319 being \$10,085 more than the previous year. The amount of Land Registration Fees in the New Territories amounted to \$2,839. The total Crown Rent due in respect of leased lands in Hong Kong and Kowloon (excluding by her shirt

certain Villages in Hongkong and Kowloon entered in the Village Rent Roll) amounted for the year ending 25th December to \$390,296 a decrease of \$10,077 from the previous year which was due to the expiration of quarry leases and to the reductions in rent granted to a number of lessees of quarries who had suffered considerably by the closing down of their quarries owing to the Revolution in China. The total amount due in respect of leased lands in the Villages in Hongkong and Kowloon appearing in the Village Rent Roll for the year ending 30th September was \$3,547 a decrease of \$2 due to the resumption and re-entry of a few small lots.

A new agreement was made with the War Department with reference to Kowloon City Rifle Range. Kowloon Inland Lot No. 1281, the site for the New Dunesen Girls' School, at Kowloon, was transferred by the War Department to the Colonial Government. The cantonment at Stanley was surrendered to the Colonial Government and an agreement embodying the terms upon which the War Department hold the Military Cemetery at Stanley was completed. Temporary permits were granted to the War Department for a water tank, telephone stations and iron fences. A portion of Inland Lot 87 was surrendered to the Colonial Government by the Naval Authorities for the purpose of making a new road up Mount Parish and a permit was granted to them to lay moorings in the Tolo Channel.

Blaming the Hobbie Skirt. Eric Price, a cyclist, of West Bridgford, near Nottingham, who was fined 10s. at Nottingham for knocking down a woman, pleaded that her hobbie skirt helped towards the accident. The woman stepped from in front of a tramway car and was "leg-tied"

DAIRY FARM NEWS.

BUTTER. BUTTER.

WE HAVE RECEIVED A

NEW SHIPMENT OF

DAISY BUTTER

Absolutely the best table butter in the Colony.

VICHY
CELESTINS

FAMOUS TABLE WATER

ALWAYS FRESH STOCK

KRUSE AND CO.

FISHERMAN SHOT.

At the Police Court, this morning, a remand was granted in the case in which a junk master and his four sons were charged with causing the death of a fisherman who was shot on Lamma Island. Mr. L. D'Almada, for the defence, pleaded not guilty.

UNCLAIMED TELEGRAMS

Eastern Extension Company.

Arnel Miranda, Uberaba, Bradley (Not B. & Co.) London Charles, Shanghai Cruik, New York Foutien Bapque, Haiphong Hongtai, Singapore Hung Mow Stanley St., Macao Jamieson, Pete, Seattle Karnhoehong, c/o Leeyoon Second Story 10 Queen's Road Central, Penang Kolgate, Shanghai Kwongmanwoo, Singapore Leongohinam, Penang Manwah, Medan Maubingchen, Foonchow Pearman King Edward Hotel, Shanghai Pratt Crowquill, London Shoon Jan, London Smith Kingslere, Keelung Views, New York Weekee, Singapore Wong Hong Hing Road 17, Macao Wongyuan Wellington 102, Buenosaires Yonghamfoon c/o Chop Tong-kee, Singapore Yuston, Vancouver B.C. Great Northern Telegraph Company.

Burinyoko, Wakematsuohika zen Kusloong 20 Des Voeux Road West, Yokohama 0900, Hankow

Today's
AdvertisementINDO CHINA STEAM NAVI-
GATION CO., LTD.

THE Transfer Books of the Company will be closed from 8th instant to 29th inst., both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Manager.

To-day's
Advertisements"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

The Steamship "BENCLEUCH," From LEITH, MIDDLESBRO LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent. All claims against the steamer must be presented to the Under-signed on or before the 19th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will counter-signed by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th June, 1914. [59]

CHINA ASSOCIATION.

THE Annual Meeting of the Members of the Hongkong Branch of the China Association will be held in the Board Room of Messrs. JARDINE MATHESON & Co., Ltd. at 4.30 p.m. on Thursday, 11th June 1914.

L. N. LEEFE,
Hon. Secretary.

Hongkong, 5th June, 1914.

HONGKONG COTTON
SPINNING, WEAVING &
DYING CO., LTD.

(IN VOLUNTARY
LIQUIDATION.)

IN accordance with the provisions of the Companies Ordinance 1911 sec. 181. sub. sec. 1, a meeting of the Creditors of the above Company will be held at the offices of Messrs. JARDINE MATHESON & Co., Ltd. on WEDNESDAY 17th JUNE 1914 at 11 a.m.

C. BERNARD BROWN,
Liquidator.

MACKINTOSH

& CO., LTD.

SHAPE	No.	SHAPE	No.
60		63	
1 3/4 inch		1 3/4 inch	
back		back	
1 inch		1 inch	
Front		Front	
\$4.50		\$4.50	
per dozen		per dozen	
16		61	

Summit shape 60

Low enough in front for COMFORT. High enough at back to appear above coat collar

DES VŒUX ROAD.

WM. POWELL, LTD.

TEL. 346.

"SAXONE"

BOOTS AND SHOES

FOR

GENTLEMEN.

(HIGH GRADE RELIABLE FOOTWEAR.)

WM. POWELL, LTD. Sole Agents SAXONE SHOE CO., LTD.

J. ULLMANN & CO.
JEWELLERS, WATCHMAKERS, OPTICIANS.
LARGE SELECTION OF
WRIST WATCHES
FOR LADIES & GENTLEMEN.
Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.
J. ULLMANN & CO. Corner of FLORENCE STREET.

THE
ANDERSON MUSIC CO., LTD.

AGENTS FOR

HIGH CLASS PIANOS

OF
QUALITY.

THE FAMOUS "NEU CREMONA" VIOLINS.
ALUMINIUM FLAT BACKED MANDOLINES,
ETC., ETC.

NEW MUSIC EVERY MAIL.

6. DES VŒUX ROAD. TEL. 1322

THE WONDER -

WATER OF - -

JAPAN. - - -

The Rising Generation should be protected against the dangers of ordinary Drinking water out here.

GIVE THE CHILDREN
WILKINSON'S
TANSAN

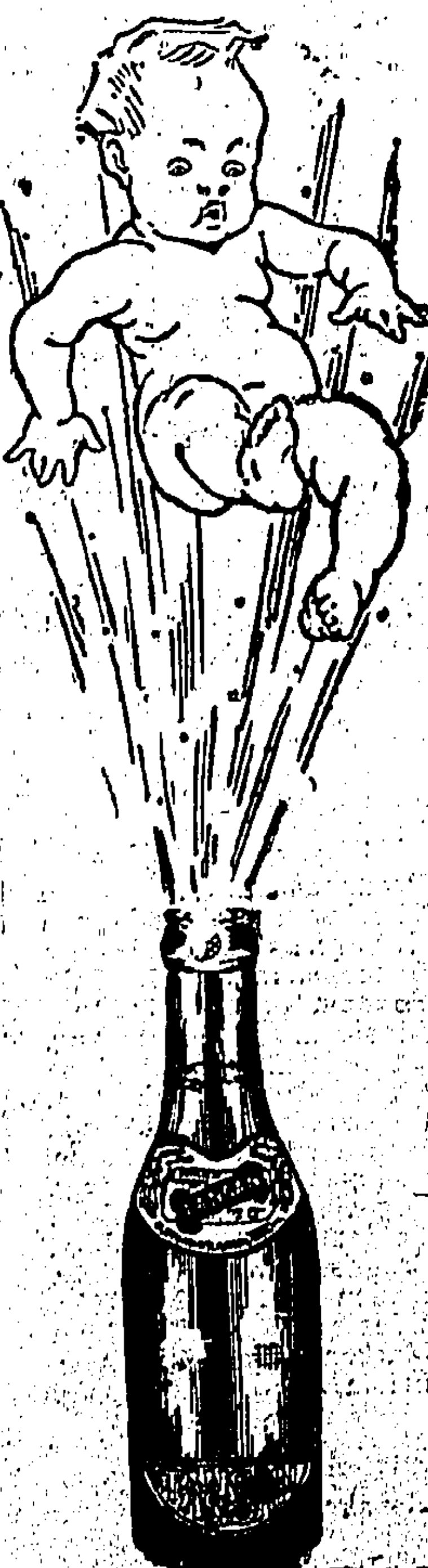
or such Sweets Drinks as
TANSAN LEMONADE,
TANSAN GINGER ALE,
TANSAN SASSAPARILLA.
The Absolute Purity of Tansan is the Safeguard.

SOLE AGENTS:

CANDE, PRICE &
Co. Ltd.

6 QUEEN'S ROAD CENTRAL
HONGKONG.

Tel. No. 135.



Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Asia 10th June.	Alsatan 2nd July
Empress of Japan 25th June.	
Monteagle 1st July.	Victoria 4th Aug.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,825 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE-RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port, £65.

"MONTAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "A. Apar," 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, KOBE & MOJI, on 8th June.

S.S. "Takada," 6,800 tons, Capt. will be despatched for KOBE & MOJI on 20th June.

WESTWARD.

S.S. "Dunera," 5,383 tons, Capt. Dickinson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 9th June.

S.S. "Japan," 6,013 tons, Capt. Seiden, will be despatched as above on 14th June.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, June 5, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

RECEIPTS collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

"Deutsche Dampfschiffahrts Gesellschaft" "HANSA."

Regular sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marselles, Havre, Emden, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Sailing Cargo by Through rates to all European North American and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Preussen	18th June
	Silesia	18th June
	C. Ferd. Laeisz	3rd July
	Scandia	17th July
	Alesia	27th July
Victoria, V. Ver, S. T. & P. (Or.)	Sakonia	14th Aug.
	Andalusia	4th Aug.
	Antonia	9th Sept.
Havre, R'dam, Hamburg & A'werp.	Württemberg	20th June
Hamburg & Antwerp	Mark	6th July
M'les, Havre, Emden & H'burg	Segovia	6th July
R'dam, H'burg, & A'werp	Goldentels	13th July
Havre, R'dam & Hamburg	Preussen	19th July
R'dam & Hamburg	Emden	20th July
Havre, Emden & Hamburg	Silesia	20th July
Havre & Hamburg	Markomanna	5th Aug.
Dunkirk, Guines & H'burg	Frissa	10th Aug.

Hamburg-Amerika Linie,
Hongkong Office.

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, and Port Said.	Hitachi Maru Capt. T. Sato Miyazaki Maru Capt. T. Sato	WEDNES., 17th June, at 10 a.m. WEDNES., 1st July.
VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokohama, S. T. & P. and Yokohama.	Yokohama Maru Capt. Machida Awa Maru Capt. T. Sato	TUESDAY, 16th June, at 4 p.m. THURSDAY, 2nd July, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	Tango Maru Capt. Sekine Nikko Maru Capt. T. Sato	WEDNES., 1st July, at noon. WED., 29th July, at noon.
CALCUTTA via Spore, Penang & Rangoon.	Hakata Maru Capt. Nomuta	SATURDAY, 13th June.
BOMBAY via Singapore and Colombo.	Bombay Maru Capt. T. Sato	SATURDAY, 13th June.
KOBE & Yokohama.	Iyo Maru Capt. T. Sato	THURSDAY, 18th June, at 11 a.m.
NAGASAKI, Kobe & Yokohama.	Penang Maru Capt. Murazumi	SATURDAY, 13th June.
SHANGHAI, Moji and Kobe.	Tosa Maru Capt. Yoshikawa	FRIDAY, 12th June.
KOBE & Yokohama.	Tosa Maru Capt. Yoshikawa	FRIDAY, 12th June.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st class	£135	£122	£108	£95
2nd class	£81	£75	£65	£57

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
STOW, AMOY, N'PO & S'HAUWU	Yingchow	6th June at 4 p.m.
SHANGHAI & TSINGTAU	Yingchow	6th June at midnight
MANILA, CEBU & ILOILO	Teian	9th June at 4 p.m.
SHANGHAI	Shaohsing	9th June at 4 p.m.
HOIHOW & HAIPHONG	Kailong	10th June at 10 a.m.
SHANGHAI	Anhui	11th June at 4 p.m.
SHANGHAI & TSINGTAU	Kanchow	13th June at midnight
MANILA, CEBU & ILOILO	Chinhua	16th June at 4 p.m.
WEIHAIWEI & TIENTSIN	Hulchow	17th June at noon

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teian." Excellent saloon accommodation; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing," and the S.S. "Kanchow"

"Langchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 26

Hongkong 5th June, 1914.

Agents

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Vladivostok via Nagasaki)

The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 23rd day of May.

Homeward Bound.

(Odessa via Ports of call)

The S.S. Mogilev 6,200 R.T. Commander Kahlan, is expected to arrive here on or about the 10th day of June.

The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 17th day of July.

For Freight, Passage and further particulars apply to

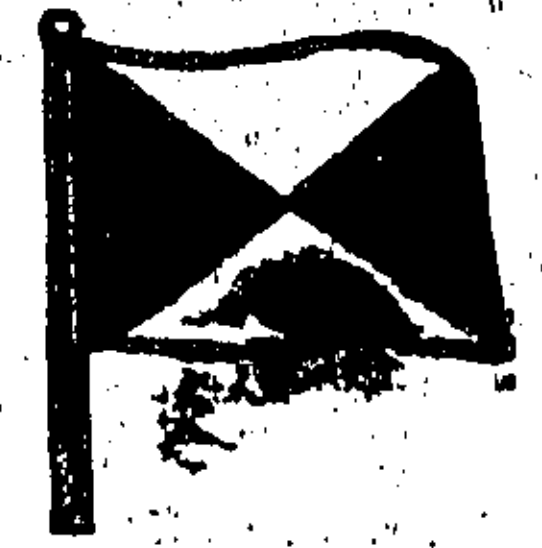
Capt. LUKHMANOFF, Agent.

Hotel Marlborough, 2nd Floor.

Tel. No. 1844.

Hongkong, May 14, 1914.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000 J. Miller		Manila, Mangarin, Cebu and Iloilo.	THUR, 11th June, 4 p.m.
Zalro	4000 F. S. McMurray		Manila, Mangarin, Cebu and Iloilo.	THUR, 11th June, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 25th May, 1914.

JAVA-CHINA-JAPAN
LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected to arrive	For	Will leave on or after
Tjipanas	S'HAU	1st half June	JAVA	1st half June
Tjilatjap	JAVA	1st half June	JAPAN	1st half June
Tjibodas	JAVA	2nd half June	JAPAN	2nd half June
Tjimali	JAPAN	2nd half June	JAVA	2nd half June
Tjimanoeck	S'HAU	2nd half June	JAVA	2nd half June
Tjilwong	JAVA	1st half July	JAPAN	1st half July
Tjitaroem	JAVA	1st half July	S'HAU	1st half July
Tjilini	JAVA	2nd half July	S'HAU	2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed	Leave Hongkong.
Tenyo Maru	22,000	21 knots	Tues., 16th June.
Nippon Maru	11,000	18 knots	Tues., 23rd "
Shinyo Maru	22,000	21 knots	Tues., 14th July.
Chiyo Maru	22,000	21 knots	Tues., 4th August.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£260. " " £266.10.

" San Francisco £245. " " £288.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES and ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291.

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

333. EIT TO MO NFOA TION

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans		19th June, 10 a.m.
Eastern	18th June.	10th July.
Aldenhay	4th July.	31st July.
Empire	1st Aug.	28th Aug.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co. Agents

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND POOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching	W. O. Pasmore.	FRIDAY, 5th June at 11 a.m.
Haitan	A. H. Stewart.	TUESDAY, 9th June at 11 a.m.
Haiyang	A. E. Hodgins.	FRIDAY, 12th June at 11 a.m.

FOR SWATOW.

Steamships.	Captain.	Leaving.
Haimun	J. W. Evans.	SUNDAY, 7th June at 11 a.m.
Haimun	J. W. Evans.	WED., 10th June at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrak & Co.

General Managers.

Telephone No. 1574.

LOG BOOK.

China Coast Gazette.
Mr. S. Bott, second officer, Hainohi, has gone second officer, Ohinyen.

Mr. A. R. O. N. Wburgh, second officer, Ohinyen, has gone second officer, Hainohi.

Mr. S. Nelson, from awaiting orders, has gone acting second engineer, Loksang.

Mr. W. C. McCracken, acting second engineer, Loksang, has gone third engineer, Wosang.

Mr. H. Cunningham, third engineer, Wosang, has gone acting second engineer, same ship.

Mr. B. S. Matthews, second engineer, Wosang, is on leave.

Mr. W. H. Train has been appointed supernumerary third engineer, Tuckwo.

Mr. J. O. O'Kane, supernumerary, Tuckwo, has gone third engineer, same ship.

Mr. J. Stalker, third engineer, Tuckwo, is awaiting orders.

Mr. I. S. Holmes, from leave, has gone second engineer, Choyang.

Mr. F. W. Clarke, acting second engineer, Choyang, has gone third engineer, Loksang.

Mr. E. L. Galea, third engineer, Loksang, is on leave.

Mr. R. Matthews has been appointed supernumerary third engineer, Koonshing.

Mr. G. F. James, chief officer, Tuckwo, has gone acting master, Kutwo.

Captain W. Gibb, of the Kutwo, is on leave.

Mr. T. Anderson, supernumerary, Kutwo, has gone supernumerary, third engineer, Hangsang.

Mr. C. E. McArthur has been appointed supernumerary third engineer, Luenho.

Mr. W. D. Rogers, second officer, Tuckwo, has gone acting chief officer, same ship.

Mr. H. W. S. Griet, supernumerary, Hangsang, has gone second officer, Tuckwo.

Mr. U. W. Foster, supernumerary, Tuckwo, has gone second officer, same ship.

Mr. C. W. Brock, second officer, Fooksang, has resigned.

Mr. O. S. Lays, supernumerary, Waishing, has gone supernumerary second officer, Fooksang.

Mr. E. D. Davies, from leave, has gone supernumerary third engineer, Kumsang.

Mr. T. R. Sayle, from leave, has gone second officer, Suwo.

Mr. W. Moore, acting chief officer, Suwo, has gone second officer, Kinging.

Mr. R. H. McNair, second officer, Suwo, has gone second officer, Kinging.

Mr. W. J. Booker, second officer, Kinging, has gone acting chief officer, same ship.

Mr. F. Sour, chief officer, Kinging, is on leave.

Mr. A. J. Hobbs, chief officer, Anhui, has gone acting master, Tamsui.

THE HONG KONG TELEGRAPH. EXTRA

HONGKONG, FRIDAY JUN E 5, 1914

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

ULSTER VOLUNTEERS

"NO SURRENDER."

[Reuter's Service To "The Telegraph"]

London, Received June 5.

Sir Edward Carson and General Ritchie have written a memorandum to the Ulster Volunteers at the Duke of Abercorn's seat at Ballynure. The memorandum included the signature of a position which had previously been signed.

Sir Edward Carson in a speech said he knew the people would be ready when the time came. There would be no surrender.

MEXICAN UNREST.

THE REBELS ACTIVE.

London, Received June 5.

Reuter's correspondent at Mazatlan states that the rebels have cut off communication between Mexico City and the west coast, captured the town of Jolima, and surrounded the town of Guadalupe.

Reuter's correspondent at Durango says General Carranza reports that the rebels have captured the towns of Tancitaro and Tanto Yuca in the State of Vera Cruz.

OBITUARY

SIR WILLIAM ANSON.

London, Received June 5.

The death is announced of Sir William Anson, Bt., M.P. (The Right Hon. Sir William Reynell Anson has been Unionist M.P. for Oxford University since 1899. A Bencher of the Middle Temple, he was the author of several books on law. He had been Warden of All Souls College since 1881 and Fellow of Eton College since 1883. He was formerly Chancellor of the Diocese of Oxford, and from 1902 to 1905 was Parliamentary Secretary to the Board of Education. He was made a Privy Councillor in 1911. Deceased was 70 years of age.)

THE HARDINGE.

The R.M.S. Hardinge arrived from the North yesterday on her voyage to Karachi. She took on board this morning:—8th Rajputs—1 man; 25th Punjabis—2 Indian Officers, 5 N.C.O.s and men; 24th (Hawara) Mountain Battery—2 N.C.O.s and men; E.K.S.B.R.G.A.—3 men; I.S.M.D.—1 1st-class Sub-Assistant Surgeon, wife and 4 children; Invalids—5 men and 1 attendant; 25th Punjabis; 1 Indian Officer, 5 N.C.O.s and men, 28th Punjabis.

Latest Advertisements.

Consignees' notice regarding the s.s. Benelouch is issued.—Page 5.

The annual meeting of the Hongkong branch of the China Association is to be held on the 11th inst.—Page 5.

The transfer books of the Indo-China S. N. Co. will be closed from the 8th to the 29th inst.—Page 5.

A meeting of creditors of the Hongkong Cotton Spinning, Weaving and Dyeing Co. will be held on June 17.—Page 5.

RATHER INCONSIDERATE

Delay in Police Court Proceedings.

For some unannounced reason the hearing of the Childer pinner case did not come on at the Police Court, this afternoon, until some forty-five minutes after the appointed time. The prisoners were ready in the dock the exhibits laid out on the table, the police officials and members of the Press were waiting and Mr. J. R. Wood did not appear in an appearance. About 2.20 five minutes after the appointed time, a clerk told the Crown Solicitor that he was wanted in the Magistrate's room and the Court was kept waiting for over forty-five minutes until the Magistrate turned up. In the Supreme Court, learned judges have tendered an apology for a few moments delay; in the Police Court, this afternoon, the feelings of others were not considered, whilst the fact that the time of professional men was wasted did not seem to give concern.

When the case was resumed, Detective Sergeant Brown, who made the arrests at Macao, went into the box at 3 o'clock. The small boy went to Macao with him, he said. There were two men left in the shop out of twelve found there, ten being taken to the police station. The five arrested were distinguished at the shop from the remaining five. The small boy picked out five.

The small boy, recalled, said he picked out prisoners 1, 2, 3, 4, and 5 at Macao.

The case was proceeding as we went to press.

EUROPEAN SUED.

President of Naval Yard Police Mess as Defendant.

In the Summary Court, this afternoon, before Mr. Justice Hazlewood, Lo Chiu-fan, trading under the style of the Pun Store, sued S. McKnight, of the Naval Yard, and president of the Naval Yard Police mess, for the sum of £1,056.71 for goods sold and delivered. The sum of \$56.71 was waived so as to bring the action within Summary Jurisdiction.

Mr. Norrington, of Mr. G. K. Hall Brutton's office, appeared for the plaintiff, and Mr. Crowther Smith for the defendant. Mr. McKnight in the box, was cross-examined by Mr. Norrington, and said that the mess boy left the service of the mess without giving notice. There had been no friction between himself and the police mess. It was the first he had heard of it.

Mr. Norrington:—Have you not been partly blamed for the trouble in the canteen?—No. Has there not been a lot of trouble about your name having appeared in the canteen book?—No, certainly not.

Was there not a question of your name being written in the canteen book in red ink?—Yes, there was.

Do you still persist in saying there has not been a lot of trouble between you and the mess?—There has been trouble in the mess, but not through me.

The case was proceeding as we went to press.

WATCHMAN'S DEATH.

Mr. J. R. Wood, at the Police Court, this morning, resumed the inquiry into the circumstances surrounding the death of the Malay watchman who was found strangled in the lodge of the Government Civil Hospital on May 2. The inquiry was again adjourned.

PROGRESS AT SABANG.

Development of A Coaling Station.

The rise and progress of the coaling station at Sabang, in the Dutch East Indies, says *La Gazette de Hollande*, has been watched with somewhat mixed feelings by the British Colony of the Straits Settlements, and Englishmen will doubtless read with special interest the report of the Sabang Harbour and Coaling Station Company which has just been adopted at the annual meeting in Amsterdam. At the meeting referred to an increased dividend was approved, viz., 12½ per cent. as against 11½ per cent. for the previous year. The profit-shares received £1.75 each.

The report shows clearly how rapidly this port is being developed, and provided with more and more conveniences to meet the requirements of shipping. During the year the lengthening of the commercial quay by 110 meters, and the building of a godown warehouse on the shore behind, were completed, whilst work was begun on a warehouse that is being built on piles behind the farthest part of the commercial quay. Preparations were put in hand for lengthening the coal quay on both sides by 40 meters, and a beginning was made with the laying of harbour works connecting with the Western quay. A third 4,000-ton tank was constructed on the oil establishment. The central electric works were enlarged and a 220 h.p. Diesel motor added, in connection with the extension of the workshop, where twenty new items of plant have been set up and for which the building has been more than doubled in size. A warehouse for the company's own use and a coal shed were also added thereto.

The following vessels were delivered: steamer Pioneer for the Java Forest Exploitation Company, a tin dredger for the company's own use, and a 100-ton motor water-lifter, which is at the same time fitted up for a movable electric joint station. There were building at the end of December two tin dredgers for Siam (under an arrangement with the Conrad Wharf), and a sea lighter to the order of the Atjeh Transport Co.

As regards the progress of shipping at Sabang, the port was visited in 1913 by 111 (previous year, 98) war and other Government ships of 103,822 (87,999) tons displacement, and 1,071 (as against 1,025) merchant ships measuring 3,294,085 (3,099,395) gross registered tons.

The total profit realised from the various sections of the business, after writings off, placing £50,000 to reserves, paying the Government's share of profits, etc., is £457,419, out of which the above mentioned dividend is declared. For depreciation and the reserve funds a sum of £99,725 is available, whilst £9,743 is carried forward to the current year's account.

HONGKONG VOLUNTEERS.

Corps Orders issued by Lieut. Col. A. Chapman V.D., state:—

The Maxim Class for Officers, recently postponed on account of Public Holidays, will be held on Monday, June 8, at 5.30 p.m. The Map Reading and Field Sketching Class will continue on Sunday, June 14. Members who are absent must communicate with the Staff Officer not later than noon on Saturday 13th inst.

Capt. E. D. O. Wolfe, is appointed to command No. 1 Section Artillery Battery (late Bowitzer Section).

SHACKLETON'S MEN.

Army Officers for the South Pole.

Arrangements for the departure at the end of the summer of Sir E. Shackleton's Antarctic expedition are proceeding apace, but a sum of £10,000 is still required to send the expedition out with the completeness of equipment that is so desirable, says the *Pall Mall Gazette*.

Within the next few weeks a motor sledge as well as the two different types of tents, will be delivered in London, and on July 1, a hundred of the finest dogs of Arctic Canada will arrive, and in all probability will be seen at the Zoological Gardens.

The sleeping bags and a man-hauling sledge will await Sir Ernest's arrival in Norway. He has not yet fixed the date of his departure for the Norwegian glaciers, whether he is going for the purpose of testing the sledges and the rations.

Among the personnel of the expedition already appointed are:—

Frank Wild (second in command).—One of the southern party in the last Shackleton expedition.

George Marston (in charge of the clothing and general equipment, and of the section dealing with meteorology).—Member of the British Antarctic Expedition of 1907-9.

Ernest Joyce (trained seaman and in charge of the dogs).—Accompanied both the National Antarctic Expedition, 1901-4, and Shackleton's last expedition.

Lieutenant Thomas Mackintosh, R.N.R. (in charge of the chronometers and meteorological instruments).—Member of the Shackleton expedition of 1907-9.

Alfred Cheetham (in charge of ship's stores).—One of the relief party of the Discovery, 1904, and served on the Nimrod, 1907-9.

Tom Green, first-class petty officer.—Awarded the Albert Medal for saving the life of Commander Evans on the return of the supporting party of Captain Scott's southern journey.

Captain Orde Lees, Royal Marines.—An expert on motor matters and head of the Physical Training School of the Royal Marines.

Lieutenant D. H. B. Royal Dublin Fusiliers.—Will be assistant in charge of the dogs.

Sir Philip Lee Brocklehurst, Bart.—Made the first ascent of Mount Erebus.

Lieutenant Courtney Brocklehurst (brother of Sir Philip, 11th Hussars).—Will be one of the shore party at a base.

Sir E. Shackleton has not yet appointed a navigating captain, and has many applications.

It is expected that fourteen men will be landed by the *Endurance* on the Weddell Sea. Six will try to cross the Pole, three will go westwards, three eastwards, and two will remain at the base.

The Aurora, which has been bought from Dr. Mawson, will land six men at the Ross Sea base.

In addition to making observations, these men will march south to assist the Transcontinental party.

RELIEFS.

The following is the provisional programme in connection with the arrival and departure of the R.M.S. Dufferin:—

June 12th—8th Rajputs move into camp on Hung Hom reclamation ground.

June 13th—R.M.S. Dufferin arrives; 74th Punjabis and Nos. 2 and 3, Co. H.K.S.B. B.G.A. disembark at Holt's Wharf; 74th Punjabis take over Whitefield Camp Barracks, and 8th Rajputs commence loading baggage at Holt's Wharf, followed by No. 5 Co., H.K.S.B. B.G.A.

June 16th—Troops embark; Dufferin sails.

THE SUEZ CANAL.

The Suez Canal Company will again pay a dividend of 105 francs per share.

The number of ships having effected the total number of passages through the canal in 1913 was 1,720 ships for 5,085 passages, while 318 ships went through the canal for the first time.

The following percentages show how the tonnage using the canal was distributed under the different flags:—

	1913.	Per cent.	1912.	Per cent.
British tonnage	80.2	63.4		
German tonnage	16.7	14.9		
Dutch tonnage	6.4	6.1		
French tonnage	4.2	4.0		
Austro-Hungarian tonnage	4.2	4.0		

Compared with 1912 the British tonnage in 1913 has decreased a little more than 3 per cent., while that of the other nationalities shows an increase.

The following companies passed the greatest number of ships through the canal:—

	1913.	1912.
(In thousands of tons.)		
Ellerman Lines	1,328	1,242
P. & O.	1,285	1,212
Alfred Holt & Co.	1,182	1,015
Hansa Linie	1,037	880
Hamburg-Amerika Linie	790	695
Messageries Maritimes	678	583
Norddeutscher Lloyd	630	608
Rotterdamischer Lloyd	564	468
Netherland Steamv.	552	565

It will be noticed that the first three Companies are British. The largest increases in tonnage have been recorded by the Hansa Linie, 157,000 tons; Messers. Alfred Holt & Co., 147,000 tons; and the British India, 147,000 tons.

The number of ships using the canal having a draught of water exceeding 26ft. is increasing. Last year vessels of the full draught of 26ft. made 55 passages, against 32 passages in 1912. The vessel with the greatest length was the *Cleveland*, of 583ft. 9in., while the vessel having the greatest breadth was the British cruiser *Triumph*, of 71ft. 1in.

The duration of transit was exactly the same as in 1912, namely, 18 hours 10 minutes. The number of groundings in the canal exceeding three hours totalled 23 in 1913, against 13 in 1912 and 16 in 1911. The total number of groundings was 65, causing delay to 120 vessels. The *Indrobarah*, on December 11, owing to bad weather in the Large Bitter Lake, remained fast for 117 hours 20 minutes.

Improvements now progressing on the Suez Canal, for which the company has power to raise \$30,000,000 through bonds, are expected in 1918-19.

The declared policy of the canal company is to offer as slightly greater depth than that available in ports other than Sydney there is no Eastern port which at low tide has a greater depth of water than that now provided in the canal throughout the full length of nearly 150 miles. In any case the work in hand should meet the needs of any ship likely to be built for the Eastern trade during the next few years. The latest scheme makes provision for a depth of 40ft. throughout and for widening up to 196ft. 8in. in the south section and cutting an appropriate number of sidings in the north and central sections, where a minimum width of 147ft. 6in. is believed to be sufficient for the requirements of the immediate future.

MEXICO CITY.

Refugees at Vera Cruz Tell of Outbreaks.

Mexico City.—Mobs in the streets of Mexico City were trampling the American flag under foot and were threatening American pedestrians when the refugee train engaged under the auspices of the British and German legations left for Vera Cruz, carrying some 500 fugitives of various nationalities.

The position of those American citizens left in the Federal capital was regarded as critical, since Nelson O'Shaughnessy, the American Charge d'Affaires, Lieut. Rowan, of the navy, and Capt. William A. Burnside, of the army, were to leave on Thursday night for Manzanillo, on the Pacific Coast, under special arrangement with Provisional President Huerta.

Immediately after the news of the landing of American bluejackets and marines at Vera Cruz was made known in the Federal capital by extra editions of the local newspapers, crowds of students and Government office employees began to gather.

Mob Before American Club. By dusk a mob had gathered in front of the American Club, where they smashed windows and howled insults and threats at the American citizens inside, all of whom they threatened to assassinate.

An appeal to the Governor of the Federal District brought police protection, but not before many of the windows had been shattered not only in the Club, but in several of the adjoining properties which belonged to Americans. Until two o'clock in the morning bands of excited Mexicans marched through the streets singing the Mexican national anthem and shouting "Death for the Americans!"

An American jewelry store was looted by the mob at midnight, while the police looked on without taking any action.

The American Club, the leading American hotel, and the *Mexican Herald* were soon all closed, owing to the threats of the mobs to burn them and to murder their occupants.

Foreigners Concentrated. The British, Germans, and French in the Federal capital were prepared at a moment's notice to gather in the previously arranged concentration districts, which had been provisioned to stand a siege.

The newspapers, probably acting under the direction of Gen. Huerta, issued many extra editions, in which they printed dispatches stating that El Paso, Laredo, Nogales, and other places had been taken by the Mexicans, who had gained a great victory also at Vera Cruz, where they expected to surround and drive the American invaders into the sea.

The papers also declared that the battleship *Louisiana* had been sunk by a Mexican torpedo, and that Emiliano Zapata, the southern rebel, was coming to join forces with Gen. Huerta.

Railway Seized by Government. All the American officials employed by the national railroads and the Mexican Railway Company were immediately discharged by the Government, in order that no trains could be operated except under the supervision of the Government.

At the American Embassy orders were expected from the Mexican Government that the arms and ammunition recently permitted to enter, should be given up in retaliation for the seizure of Vera Cruz by the American fleet.

Nelson O'Shaughnessy appeared to be ignorant of his real status, as he had received instructions to see Gen. Huerta after the occupation of Vera Cruz had occurred, and thus would be continuing relations. Up to six o'clock on Wednesday evening

the Charge d'Affaires had not received his passports, but he was then preparing to leave.

The refugee train took twenty hours to make the journey from Mexico City to Vera Cruz. There were many delays but no mishaps.

Train's Arrival at Vera Cruz. Vera Cruz.—A refugee train from Mexico City, carrying 150 Americans, 100 Germans, 300 Spaniards and Mexicans, and 50 Englishmen, has arrived here under the personal conduct of Thomas B. Hobler, Charge d'Affaires of the British Legation.

The exodus from the capital was arranged through the joint action of the British and German diplomatic officials with the War Office. The train proceeded slowly, and, with many interruptions, reached the Mexican outposts at Tejeria at noon, where it was detained for two hours while a search was made by the Mexicans for railroad officials, four of whom were arrested and held until Gen. Mass at Soledad, was communicated with and their release ordered.

Those arrested were the general superintendent, Comfote, the superintendent of locomotives, Blake; the national superintendent of locomotives, Burk, and the general superintendent, Rowe, all of whom had been formally discharged by the Mexican Government when the roads were taken over.

The passengers on the trip suffered little inconvenience, all who desired being furnished with Pullman accommodations. There were fourteen cars in the train, and a majority of the passengers were women and children.

Section of Track Torn up. About three miles from Vera Cruz a section of track nearly a mile long was found torn up. At this point the refugees walked, carrying their baggage to train on the Vera Cruz end of the break, which the British, cooperating with the Americans, had sent out to meet the train from Mexico City. A detachment of British marines, unarmed, acted as escort to the refugees on this last stage of their journey to Vera Cruz.

\$1,999,000 Profit. A profit of \$1,999,000 was made during the last twelve months by the 140 co-operative societies comprising the northern section of the Co-operative Union.

Today's Advertisement

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of the Hongkong Fire Insurance Company Limited, will be held at the Office of the Company, No. 16 Pedder Street, Victoria, Hongkong, on Tuesday 30th June 1914, at 11 o'clock in the forenoon when the subjoined Resolutions, which were passed at the Extraordinary Meeting held on 4th instant, will be submitted for confirmation as special Resolutions.

(1) "That the provisions of the Company's Memorandum of Association with respect to its object be altered so as to read 'as in the print signed by the Chairman of the Meeting for the purposes of identification.'"

(2) "That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Articles be and they are hereby adopted as the Articles of the Company in substitution for, and to the exclusion of, all the existing Articles thereof."

JARDINE, MATHESON & CO., LTD.

General Managers. Dated this 5th day of June 1914.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochrane	Canton
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. B. Brandon	Hongkong
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Yangtze
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	890	—	300	Master H. Smith	Hongkong
Chelmer	T. B. Destroyer	560	—	7,560	Lt.-Com. H. T. England	Hongkong
Olio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Fuzhou
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jed	Torpedo boat destroyer	—	—	—	Lt.-Com. G. A. Mullock	Yangtze
Kinshu	River gunboat	618	4	1,200	Lt.-Com. H. Marriott	Yangtze
Kennett	Torpedo boat destroyer	—	—	—	Lt.-Com. Boddam Whetham	Hongkong
Merlin	Surveying ship	1,040	—	—	Lt.-Com. O. J. B. Gibson	Lahuan
Minotaur	1st class cruiser	14,800	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Moorhen	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,900	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Ribble	Torpedo boat destroyer	590	—	7,500	R. W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Naah	West River
Rosario	Depotship for submarines	980	—	1,400	Lt.-Comdr. Cromie	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	560	6	8,000	Gunner W. H. Ryder	Hongkong
Teal	River gunboat	180	2	800	Lt.-Com. Hon. Guy Stopford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. H. R. N. Cotrell	Dormer Swatow
Triumph	—	11,915	—	112,500	Capt. P. Streetfield	Hongkong
Tamar	Receiving Ship	—	—	—	Comdr. Anstruther	Hongkong
Uak	Torpedo boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Virago	Torpedo boat destroyer	590	6	8,300	Lt.-Com. H. D. Adair	Weihaiwei
Weiland	Torpedo boat destroyer	590	—	7,500	Com. Seymour	Weihaiwei
Whiting	Torpedo boat destroyer	380	6	5,900	Lt.-Com. R. Neville	Weihaiwei
Widgeon	Gunboat	195	2	1,800	Lt.-Comdr. J. O. Barrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
O. 38,	—	—	—	—	Lt.-Com. Pope	Hongkong
O. 37,	—	—	—	—	Lt.-Com. McGillivie	Hongkong
O. 38,	—	—	—	—	Lt.-Com. J. Gaines	Hongkong
T.B. 035,	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036,	—	—	—	—	Lt.-Com. T. Barton	Hongkong
T.B. 037,	—	—	—	—	Lt.-Com. Nicol	West River
T.B. 038,	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jerram, K.O.B., O.V.O., O.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.						
Dupleix	Armoured cruiser	10,614	30	20,000	Capt. Vergos	Shanghai
Kleier	Armoured cruiser	9,700	12	19,800	Capt. Gourte	Hongkong
Decree	Gunboat	645	10	1,000	Lieut. Vandier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Canton
Peloo	Gunboat	180	—	—	Lieut. Collin	Tongku
Dondard de Lagree	Gunboat	—	—	—	Lieut. Dupuy D'Entmes	Tchong-kin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station						
Lynx	Submarine	—	—	—	Lieut. Bolux	Saigon
Protee	Submarine	—	—	—	—	Saigon
Styx	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Herbville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	Destroyer	130	7	380	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com. Voisin	Saigon
* Flagship of Commodore Boucaut, Commanding the local defence Indo-China.						
German.						
Emden	Cruiser	3,000	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,600	28	28,000	Captain Brunningshaus	Tsingtau
Itis	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Loche	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Firlie	Yangtze
Scharnhorst	Flagship	11,600	28	28,000	Capt. F. Scholtz	Tsingtau
S. 90	Torpedo boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Taku	Torpedo boat	280	4	6,000	Obt. S. S. v. Mauberge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Tsingtau
Vaterland	River gunboat	223	4	500	Obt. S. S. Dressler	Canton
Portuguese.						
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhães Correa M	Macao

UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. R. Mann	—
A-6	—	—	—	—	Ensign H. L. Bahel Daffer	—
A-7	—	—	—	—	Ensign R. I. Wood	—
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Barabridge	Torpedo boat des.	420	7	8,000	Lieut. R. A. Sprague	Cavite
Barry	Torpedo boat des.	420	7	8,000	Lieut. O. S. Keller	—
Callao	Gunboat	243	8	250	Ensign W. L. Beck	Canton
Chawney	Torpedo boat destroyer	420	7	8,000	Lt. J. O. Gennings	Cavite
Cincinnati	Protected cruiser	3,133	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo boat destroyer	420	7	8,000	Lt. V. K. Colman	Cavite
Decatur	Torpedo boat destroyer	420	7	8,000	Lt. E. Durr	—
Eleana	Gunboat	620	4	800	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,292	8	1,988	Com. G. B. Maxwell	Shanghai
Monahan	Station ship	1,900	6	1,100	Lieut. V. R. Long	Cavite
Monadnock	Monitor	3,900	6	3,000	Lt. Y. Gorchach	Olongap
Monterey	Monitor	4,084	4	5,277	Ensign P. J. Peyton	Cavite
Pampana	Gunboat	243	8	—	—	—
Piscataqua	Sea going tug	854	2	1,600	—	—
Pompey	Repair ship	8,035	—	—	—	—
Samar	River boat	—	—	—	—	—
Wilmington	Cruiser	—	—	—	Lt.-Com. U. W. —	—
Stratton	Flagship	—	—	—	—	—
Telegraph	Rainbow Cruiser	—	—	—	—	—

Hongkong June 3 1914.

BUTCHER MEAT.

Beef Sirloin & Prime	—	—	—	—	—	—
Beef, Corned	—	—	—	—	—	—
Beef, Roast	—	—	—	—	—	—
Beef, Breast	—	—	—	—	—	—
Beef, Tongue	—	—	—	—	—	—
Beef, Steak	—	—	—	—	—	—
Beef, do.	—	—	—	—	—	—
Sausages	—	—	—	—	—	—
Bullock's Brains	—	—	—	—	—	—
Tongue fresh	—	—	—	—	—	—
Head, Corned	—	—	—	—	—	—
Heart, Corned	—	—	—	—	—	—
Heart, Ngau Sam	—	—	—	—	—	—
Heart, Ngau Kin	—	—	—	—	—	—
Heart, Ngau Kaaki	—	—	—	—	—	—
Kidneys, Ngau Y	—	—	—	—	—	—
Tail, Ngau Mei	—	—	—	—	—	—
Liver, Ngau Kon	—	—	—	—	—	—
Tripe (undressed)	—	—	—	—	—	—
Calves' Head & Feet	—	—	—	—	—	—
Mutton Chop	—	—	—	—	—	—
Leg, Yeung Pei	—	—	—	—	—	—
Shoulder, Yeung Shau	—	—	—	—	—	—
Pigs Chittlings	—	—	—	—	—	—
Brains, Chu Know	—	—	—	—	—	—
Feet, Chu Kark	—	—	—	—	—	—
Fry, Chu Chak	—	—	—	—	—	—
Heart, Chu Sum	—	—	—	—	—	—
Kidneys, Chu Yiu	—	—	—	—	—	—
Liver, Chu Con	—	—	—	—	—	—
Fork, Chop, Chu Pui Kwat	—	—	—	—	—	—
Corned, Ham Chu Yau	—	—	—	—	—	—
Leg, Chu Po	—	—	—	—	—	—
Fat or Lard, Chu Yau	—	—	—	—	—	—
Sheep Head and Feet	—	—	—	—	—	—
Heart, Yeung Sum	—	—	—	—	—	—
Kidneys, Yeung Yiu	—	—	—	—	—	—
Liver, Yeung Con	—	—	—	—	—	—
Smoking Pigs, To Order	—	—	—	—	—	—
Suet, Beef, Sang Ngau Yau	—	—	—	—	—	—
Mutton, Sang Yeung Yau	—	—	—	—	—	—
Veal, Ngau Chai Yau	—	—	—	—	—	—
Sausages, Ngau Chai Chong	—	—	—	—	—	—

肉食

FRUITS.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

菓子

Fruits.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	Sat.	6th June at 2 p.m.	On
MANILA	Loongsang	Sat.	6th June at 2 p.m.	
SANDAKAN	Hinsang	Mon.	8th June at noon	
SHANGHAI & Tsingtau	Wosang	Tues.	9th June at d'light	
Ts'ingtau via Weihaiwei	Chipshing	Wed.	10th June at d'light	
SHANGHAI	Loksang	Fri.	12th June at d'light	
SHANGHAI, Kobe & Moji	Kutsang	Fri.	12th June at d'light	
S'PORE, P'ang & C'utta	Namsang	Tues.	23rd June at 2 p.m.	

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatsing" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

* These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.
‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage.

Apply to **JARDINE, MATHESON & CO., LTD.**
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Homeward.

For	Steamers.	Date of Sailing
LONDON, ROTTERDAM & ANTWERP	Denbighshire	16th June.
LONDON & ANTWERP	Radnorshire	26th June.

Trans-Pacific "Shire" & "Glen" Joint Service.
VICTORIA, V'VER, ST'LE, TACOMA & PLAND.
VICTORIA, V'VER, ST'LE, TACOMA & PLAND.
Monmouthshire 29th June.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.
Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.
For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.
Telephone No. 215. Agents. 14

THETAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

HIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

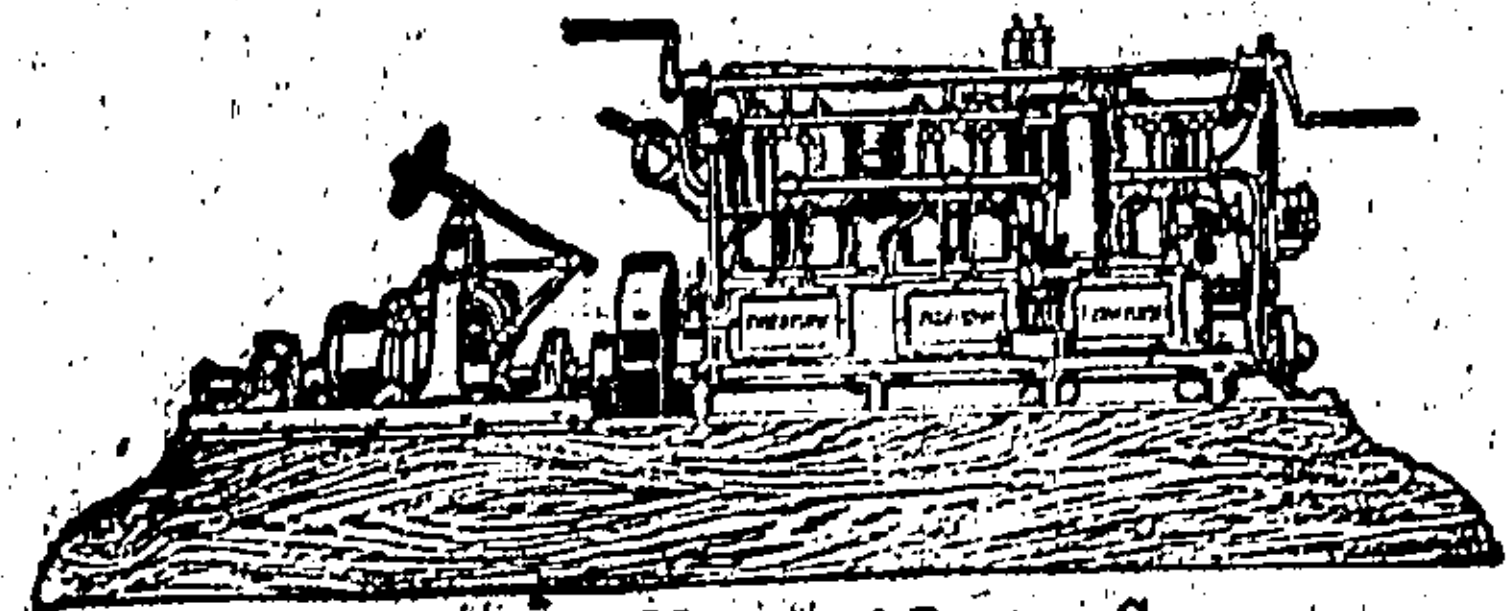
GRAVING DOCK 787' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 ton-displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains Wire Ropes, Rivets, etc.

AGENTS for: **JOHN I. THORNYCROFT & CO., LTD.**

PETROL & KEROSENE MARINE MOTORS 7-1/2 150 B. H. P.
As supplied to the British Admiralty & War Office.



Old type Motor and Reserve Gear.
B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telephone Address: "TAIKOODOCK."

Telephone No. 211

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London, via Usual Ports of Call	Devanha	P. & O.	6, June
London & A'werp via S'pore etc.	Novara	P. & O.	10, June
N'los, G'oa, A'rs, G'ar S'ton, &c.	P. Ludwig	M. & Co.	10, June
London and Antwerp	Glenroy	S. T. Co.	12, June
London & Antwerp	Den'shire	J. M. Co.	16, June
Port Said	Polynesian	M. M. Co.	16, June
M'les, L'don A'werp via S'pore etc.	F. tachi M.	N. Y. K.	17, June
Havre, R'dam, H'burg & Antwerp	W. aert'berg	H. A. L.	19, June
Hamburg & Antwerp &c.	Suedmark	H. A. L.	24, June
Marselles, Rotterdam etc.	Helgoland	M. & Co.	M. off une
M'les, R'dam, H'burg & Bremen	Borkum	M. Co.	E. of June
Marselles, Rotterdam etc.	Altair	M. Co.	B. July
M'les, Havre, Emden & H'burg	Segovia	H. A. L.	4, July
R'dam, Hamburg & Antwerp &c.	Goldenfels	H. A. L.	13, July
Trieste, Venice via Straits, etc.	Africa	S. W. Co.	15, June
Havre, Bremen & Hamburg	Preussen	H. A. L.	19, July
Havre, Emden & Hamburg	Emden	H. A. L.	20, July
Havre & Hamburg &c.	Silesia	H. A. L.	29, July
Dunkirk & Hamburg	M'komannia	H. A. L.	5, Aug.
	Frisia	H. A. L.	10, Aug.

NEW YORK, SAN FRANCISCO AND CANADA.

San F'isco via S'hai & Japan &c.	Manchuria	P. M. Co.	6, June
V'ctoria, V'vor, S'tle & P'land (Or.)	Saxonia	H. A. L.	10, June
V'ctoria, V'vor, S'tle & P'land (Or.)	Saxonia	C. P. R.	10, June
V'ctoria, B.C., T'ma via Japan &c.	Seattle M.	O. S. K.	11, June
San F'isco via S'hai & Japan &c.	Tenyo M.	T. K. K.	16, June
Boston & New York	Miner	B. L. L.	16, June
San F'co via Manila & Japan &c.	Nile	P. M. Co.	16, June
San F'co via S'hai & Japan &c.	Tenyo M.	T. K. K.	16, June
V'ctoria, B.C., S'tle via Shanghai &c.	Y'hanna M.	N. Y. K.	16, June
V'ctoria, B.C., & T'ma via S'hai &c.	Mexico M.	O. S. K.	16, June
New York	Montrose	D. & Co.	26, June
Victoria, Vancouver, Seattle, &c.	Monmouthshire	J. M. Co.	29, June
Tacoma & Portland	Monmouthshire	C. P. R.	1, July
Vancouver via S'hai, Japan etc.	Monteagle	N. Y. K.	14, Aug.
Seattle via Nagasaki etc.	Minnesota	H. A. L.	4, Aug.
Victoria, V'vor, S'tle & P. (Or.)	Andalusia	H. A. L.	9, Sept.
Victoria, V'vor, S'tle & P. (Or.)	Sithonia	H. A. L.	9, Sept.

AUSTRALIA.

Australian Ports via Manila	Coblenz	M. & Co.	13, June
Australia	St. Albans	G. L. Co.	19, June
Australia	Eastern	G. L. Co.	10, July

SINGAPORE, COAST PORTS AND JAPAN

Bombay via S'pore etc.	Java M.	O. S. K.	6, June
Manila	Loongsang	J. M. Co.	6, June
Shanghai, Moji and Kobe	Penang M.	N. Y. K.	6, June
Shanghai and Tsingtau	Yingchow	B. & S.	6, June
Swatow, Amoy, Ningpo & S'hai	Wuhu	B. & S.	6, June
Shanghai, Kobe & Moji	A. Apoor	D. S. Co.	7, June
Tamsui via Swatow and Amoy	Daijin Maru	O. S. K.	7, June
Shanghai, Kobe and Yokohama	Preussen	H. A. L.	8, June
Shanghai, Kobe and Yokohama	Durendart	M. Co.	8, June
Shanghai	Koerber	S. W. Co.	8, June
Manila, Cebu and Iloilo	Toan	B. & S.	9, June
Shanghai	Shaohsing	B. & S.	9, June
Shanghai	Wosang	J. M. Co.	9, June
Swatow, Amoy and Foochow	Haitan	D. L. Co.	9, June
Moji, Kobe and Yokohama	Banri M.	D. & Co.	10, June
Anping, Takao via S'pore & Amoy	Sosho Maru	O. S. K.	10, June
Tientsin via Weihaiwei	Chipshing	J. M. Co.	10, June
Manila, Mangarin, Cebu & Iloilo	Zafiro	S. T. & Co.	11, June
S'hai, Tsingtau, Kobe & Y'hama	Derflinger	M. & Co.	11, June
Shanghai	Anhui	B. & S.	11, June
Kudat and Sandakan	Borneo	M. Co.	11, June
Swatow, Amoy and Foochow	Hakata M.	D. L. Co.	12, June
S'pore, P'ang, R'gon & C'utta	Kanchow	N. Y. K.	13, June
Shanghai and Tsingtau	Nagoya	P. & O.	14, June
Shanghai, Moji, Kobe & Y'hama	Chili	M. M. Co.	15, June
Shanghai, Kobe & Y'hama	Takada	D. S. Co.	16, June
Kobe and Moji	Silesia	H. A. L.	18, June
Shanghai, Kobe and Yokohama	Iyo M.	N. Y. K.	18, June
Kobe and Yokohama	Kuteang	J. M. Co.	18, June
Shanghai, Kobe and Moji	Rubi	S. T. Co.	20, June
Manila, Mangarin, Cebu & Iloilo	P. Sigismund	M. Co.	23, June
Kobe	Koerber	S. W. Co.	1, July
Shanghai	China	S. W. Co.	2, July
Kobe via Shanghai, Yokohama	Silesia	S. W. Co.	2, July
Shanghai, Kobe & Yokohama	C. F. Laeisz	H. A. L.	3, July
Shanghai, Kobe and Yokohama	Songambia	H. A. L.	17, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	27, July
S'hai, Moji, Kobe & Yokohama	Kawachi M.	N. Y. K.	29, June
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	30, June
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
B. tavia, Cheribon, Samarang, &c.	Tiljatap	J. C. J. L.	Q. desp.
Japan	Tiljini	J. C. J. L.	Q. desp.
Shanghai	Tiljini	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tiljini	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tiljini	J. C. J. L.	Q. desp.
Shanghai	Tiljini	J. C. J. L.	Q. desp.

BOLINDERS CRUDE OIL MOTORS.

MARINE MOTORS, DIRECT REVERSIBLE.

STATIONARY MOTORS, FOR ALL PURPOSES.

Please address enquiries to:—

ULDERUP & SCHLUTER

HONGKONG.

REPRESENTATIVES FOR J. & C. G. BOLINDERS, A.

STOCKHOLM.

FOR CHINA, FORMOSA, AND PHILIPPINE ISLANDS

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Swatow	Heongwai
Pakhoi	Cholsing
America	Manchuria
Europe	Devanha
Philippines	Loongsang
Shanghai	Wuhu
Swatow	Yingchow
Formosa	Haimun
	Daijin Maru

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF JAPAN left Vancouver on the 28th May, p.m.

The C. P. R. s.s. EMPRESS OF RUSSIA left Yokohama on the 21st ult. between 2 & 4 p.m.

The C. P. R. s.s. MONTEAGLE left Vancouver on the 22nd ult.

The C. P. R. s.s. EMPRESS OF INDIA left Nagasaki on the 2nd inst. at 2 p.m. and was due to arrive at Kobe on the 3rd inst. at 6 p.m.

AUSTRALIAN MAIL.

The E. & A. s.s. EASTERN left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 20th ult. and may be expected to arrive here on or about 13th June.

AMERICAN MAIL.

The P. M. s.s. PERLSA arrived at San Francisco on the 25th May.

The P. M. s.s. MANCHURIA will be despatched on Saturday, at 1 p.m. for San Francisco, via Keohung, Shanghai, Nagasaki, Kobe, Yokkaichi, Shimizu, Yokohama, and Honolulu.

The P. M. s.s. MONGOLIA sailed from Yokohama on the 1st June, at noon for Hongkong, via Japan ports and Manila. The United States mail has been transferred to the s.s. NIPPON MARU scheduled to arrive at Hongkong on the 11th inst.

GERMAN MAIL.

The I. G. M. s.s. PRINCESS ALICE which left here on the 28th April, arrived at Genoa on the 28th May, at 8 p.m.

The I. G. M. s.s. DERFLINGER carrying the German Mail from Berlin left Colombo on the 31st May, and may be expected here on or about the 10th inst.

MERCHANT STEAMERS.

The N. Y. K. s.s. BOMBAY MARU (Bombay Line) left Kobe for this port via Moji on the 28th May, and is expected here on the 5th June.

The N. Y. K. s.s. YOKOHAMA MARU (American Line) left Kobe for this port via Moji and Shanghai on the 29th May, and is expected here on the 7th June.

The N. Y. K. s.s. KIRIN MARU (Calcutta Line) left Calcutta for this port via ports on the 28th May, and may be expected here on the 16th June.

The N. Y. K. s.s. AWA MARU (American Line) left Seattle for this port via ports on the 19th May, and is expected here on the 16th June.

The N. Y. K. s.s. HIRANO MARU (European Line) left London for this port via ports on the 23rd May, and is expected here on the 30th June.

The s.s. GLENSTRAE passed the Suez Canal on the 12th ult. for Hongkong via Straits.

The East Asiatic Co.'s s.s. ANNAM left Port Said on the 21st ult. and may be expected here on or about the 16th of June.

The s.s. TAKADA sailed from Calcutta yesterday and may be expected here on or about the 14th June.

The A. O. Line s.s. ROYAL PRINCE from New York having left Sabang is due here on or about 6th June.

The Ben Line s.s. BENLEUGH from Antwerp, Middlebrook and London left Singapore for this port on the 30th May and may be expected to arrive here on or about 5th inst.

The I. C. S. N. s.s. ONBANG from Calcutta is due at Hongkong on the 8th inst.
The I. C. S. N. s.s. HOBSANG from Calcutta is due at Hongkong on the 11th inst.
The I. C. S. N. s.s. CHIPSHING from Weihaiwei is due at Hongkong on the 8th inst.
The S. L. s.s. RADNORSHIRE for Portland is due at Hongkong on the 43rd inst.
The S. L. s.s. MONMOUTHSHIRE from London is due at Hongkong on the 25th June.

Bogoria, Ger. s.s. 4214, Lenzel, 30th inst.—Singapore, 24th ult. Gen.—E. B. Co.
Tijmanook, Dut. s.s. 3901, La Rooy, 28th May—Batavia, 30th ult. Gen.—J. C. J. L.
Albay, Am. s.s. 1114, E. de Friesbal, 31st ult. Manila, 28th ult. Ballarat—M. Choyang, Br. s.s. 1414, M. Courtney, 31st ult. Swatow, 30th ult. Gen.—T. M. & Co.
Kwangle, Chinese, s.s. 1469, J. McArthur, 1st inst.—Shanghai, Gen.—C. M. S. N. Co.
Mackinaw, Am. s.s. 2004, W. G. Krebs, 31st ult.—Saloon, 28th ult. Rice—R. D. Co.
Shinbu Maru, Jap. s.s. 3329, Isumi, 31st ult.—Kwagayen, 30th ult. Stone—J. & Co.
A. Apoor, Br. s.s. 2031, W. Walker, 2nd inst.—Kwagayen, 15th ult. Gen.—D. S. & Co.
Duneric, Br. s.s. 1955, Logie, 1st inst.—Saloon, 27th ult. Rice & Co. B. L.
E. of Ash. Fr. s.s. 8383, G. Robinson, 2nd inst.—Vancouver, 14th ult. Gen.—C. P. R. & Co.
Talyo Maru, Jap. s.s. 1695, T. Fumoto, 2nd inst.—Weihaiwei, 27th ult. Gen.—M. B. K.
Halobing, Br. s.s. 1267, W. C. Passmore, 3rd inst.—Swatow, 2nd inst. Gen.—D. L. & Co.
Hajun Maru, Jap. s.s. 1439, Miyazawa, 3rd inst.—Swatow, 2nd inst. Gen.—M. B. K.
Daijin Maru, Jap. s.s. 900, K. Murakami, 3rd inst.—Swatow, 2nd inst. Gen.—Sundries—O. S. K.
Brasilia, Ger. s.s. 4253, Ruth, 3rd inst.—Shanghai, Gen.—E. B. Co.
Borneo, Ger. s.s. 1444, G. Koerber, 4th inst.—Sandakan, 29th ult. Gen.—M. & Co.
Delta, Br. s.s. 4780, W. R. Le Mar, 4th inst.—Bombay, 20th ult. Gen.—P. & O. S. N. Co.
Hardinge, Br. s.s. 5467, A. Hamilton, 3rd inst.—Chingwang, Gen.—Or.—Saxonia, Ger. s.s. 2782, Halfer, 3rd inst.—Karatu, 28th ult. Coal—B. A. L.
Seattle Maru, Jap. s.s. 3832, T. Saitow, 3rd inst.—Manila, Gen.—D. S. K.
Tosa Maru, Jap. s.s. 3510, Yoshikawa, 4th inst.—Singapore, 28th ult. Gen.—N. Y. K.
Wosang, Br. s.s. 1127, J. Smith, 4th inst.—Shanghai, 31st inst. Gen.—J. M. & Co.

VESSELS IN PORT.
Steamers.
No. 2 Yes Maru, Jap. s.s. 1712, T. J. Tano, 19th ult.—Wakamatsu, 14th ult. Coal—M. B. K.
Maria Luisa, Aus. s.s. 313, E. J. Ching, 23rd ult.—Manila, 16th ult. Sugar—Master.
Unkai Maru, Jap. s.s. 2901, Katayama, 20th ult.—Wakamatsu, 14th ult. Coal—M. B. K.
Cholsing, Ger. s.s. 1021, F. Minkert, 19th ult.—Bangkok, 13th ult. Rice—B. & S.
Kenkon Maru, Jap. s.s. 2159, M. Kaneko, 21st ult.—Weihaiwei, Coal and Gen.—V. B. K.
Glenfalloch, Br. s.s. 1434, Gardner, 25th ult.—Singapore, 19th ult. Gen.—Chinese.
Hinsang, Br. s.s. 1885, J. M. Hay, 25th ult.—Sandakan, 19th ult. Gen.—J. M. & Co.
Kansu, Br. s.s. E. Montman, 25th ult.—Bangkok, 18th ult. Rice—B. and S.
Klot, Br. s.s. 4020, J. A. Smith, 24th ult.—Shanghai, 21st ult. Gen.—B. L. & Co.
Daigi Maru, Jap. s.s. 1568, S. Ekiyabito, 27th ult.—Tamsui, 26th ult. Gen.—S. K.
Tijboske, Dut. s.s. 8506, E. H. Kwa, 27th ult.—Samurung, 19th ult. Gen.—J. C. J. L.
Hookhai Maru, Jap. s.s. 2933, Katire, 27th ult.—Miko, 21st ult. Coal—M. B. K.
Kourak, Rus. s.s. 4360, Padalka, 27th ult. Singapore, 21st ult. Gen.—R. V. F.
Don of Ogl, Br. s.s. 3616, H. Jarvis, 29th ult.—Singapore, 23rd ult. Gen.—D. & Co.
Kwachi Maru, Jap. s.s. 2919, Christensen, 29th ult.—Singapore, 23rd ult. Coal—N. Y. K.
Kwongwai, Ger. s.s. 1199, Petersen, 29th ult.—Bangkok, 22nd ult. Rice—B. & S.
Manchuria, Br. s.s. 8750, A. Dixon, 30th ult.—Manila, 26th ult. Gen.—M. & Co.
Achilles, Br. s.s. 4483, R. C. Thompson, 30th May—Shanghai, 27th May, Gen.—B. & S.
E. F. Ferdinand, Aus. s.s. 3906, P. A. Ewa, 30th May—Singapore, 24th May, Gen.—A. L.
Khyber, Br. s.s. 5459, H. E. Kitchat, 30th May—London, 22nd April, Gen.—P. & O. S. N. Co.
Murex, Br. s.s. 3953, Smart, 30th May—Palitapan, 21st May, Bulk oil—A. P. & Co.
Prometheus, Norw. s.s. H. Jensen, 29th Bangkok, 22nd May, Rice—T. & Co.

TIDE TABLE.

1st June, to 7th June, 1914.

Day	Time	High Water	Low Water	Mean
Mon.	1	10 30	4 45	7 45
Tues.	2	11 45	5 15	8 30
Wed.	3	12 55	5 45	9 20
Thurs.	4	1 10	6 15	10 10
Fri.	5	2 20	6 45	11 00
Sat.	6	3 30	7 15	11 50
Sun.	7	4 40	7 45	12 40

m morning, a afternoon.

SUMMER EXCURSIONS TO JAPAN

BY THE STEAMERS OF
CANADIAN

Commercial.

Canada's Trade with Far East.

At the annual banquet of the Canadian Club at Hamilton, Ontario, Lord Eustace Percy strongly emphasised the importance of business men making fuller use of the British embassies and consulates for the furtherance of trade. In the same vein, the Hon. G. E. Foster stated that, judging from personal observation made in a recent tour, he was convinced that Canada will find a great outlet for her products when development follows on enlightenment in China. As an earnest of what the future may hold in store for the Dominion, it is pleasing to note that, on the authority of the U. S. Consul at Hongkong, America has lost considerable trade in the China market during the past year owing to the successful competition of superior Canadian flour. In spite of the political disturbances and generally unfavourable market and money conditions throughout the year, Canada secured a considerably increased share in the importations of wheat and flour.

"While," the American Consul thinks, "it is yet too early to make predictions as to this increase in Canadian trade, it is well to note that transportation facilities now make it possible for the produce of the extensive wheat fields round Calgary to find its way into the Oriental market, instead of to Europe alone. There is apparently no reason why this competition should not intensify in the immediate future." The additional facilities afforded by the Panama Canal are not likely to affect American mills within reach of the wheat supply of the Great Lakes, since "it is doubtful if freight rates by the Panama Canal to Southern China will be much lower than they may be by the Suez route." During the past year Australia has also profited to some extent at the expense of the United States. This has happened, however, rather in the trade to Singapore and the East Indies, where more favourable freight rates can be had than in the more immediate trade of Hongkong. — *Empire.*

Says a writer in the *Financier*: — The attention of timber consumers becomes more and more turned to the Far East as their requirements increase, and the sources whence they have been in the habit of drawing their supplies show greater signs of exhaustion. In the Far East, particularly on the Continent of Asia, the incalculable timber reserves, embracing great varieties of both hard and soft wood, have hardly been touched. But the beginning that was made in this direction some years ago has been followed by a rapid extension of operations, even if the present rate of exploitation cannot be called positively important.

In England, at all events, this source of supply is appreciated, and Far Eastern timber arrives in the United Kingdom in considerable quantities. China and Japan, too, have become important buyers, whilst Australia continues to draw considerable supplies from there, where she has been a customer for many years. The principal timber cut for these markets at the moment is what is called the cedar, or so-called yellow pine. Of more recent years other growths have been cut, including the fir, a white wood which is largely exported abroad, but is also largely consumed at home in the preparation of ply woods. Siberian ply wood sells well in the neighbouring countries of China and Japan, and is now finding a market in distant countries.

The total quantity of timber exported in 1912 was 2,272,570 cubic feet, against 2,524,050 cubic feet in the preceding year, and 1,617,400 cubic feet in 1910. In more detail, in the year 1912 cedar logs were exported to the extent of 317,892 cubic feet, sawn cedar 461,032 cubic feet, oak 8,806 cubic feet, ply wood 128,853 cubic feet, birch 350 cubic feet, aspen 307,204 cubic feet. The chief consumer of Far Eastern timber shipped at Vladivostok is England, then follow Japan, China, Korea, etc. The report quoted says that the success of Siberian and Amur timber in England is largely due

to the substitution of Far Eastern cedar by the English in place of several varieties of American timber because it works out cheaper.

MISHAP TO STEAMER.

Philippines Vessel Strikes Rock or Derelict.

Striking either an uncharted rock or a derelict, the big inter-island steamer Governor Forbes, affording her passengers a scare during the dinner hour last Wednesday night says the *Cable News American* of May 29. The vessel was en route to Manila from Iloilo with 54 cabin passengers aboard, a number of them being Americans and Britishers. While the passengers were at dinner on Wednesday, a sudden shock which could be distinctly felt in the dining saloon caused a fear-panic. A number rushed on deck, the leader being the captain. Nothing was to be seen in the way of a boat or floating wreckage. The skipper dashed to the bridge and the passengers on deck noted that the vessel swung around in nearly a complete arc.

No information was learned by the passengers from the captain or officers as to what was supposed to have caused the blow. It is not thought that the steamer is in any way injured as she proceeded steadily to Manila and arrived here Thursday as scheduled. The shaking up occurred while the Governor Forbes was off Calapan, a town on northern Mindoro.

As the Governor Forbes is to be relieved on her next trip south by the steamer Viscaya, so that she may go on the dry dock for her annual overhauling and repairs, it will be easy to discover if the vessel's bottom has been damaged.

Ceylon Chief Justiceship.

The Chief Justice of Ceylon, Sir A. G. Lascelles, leaves Ceylon in July on retirement from the Ceylon public service. Mr. Justice Wood Renton returns in July and, it is rumoured, will succeed Sir A. G. Lascelles. If this is so, this will be the first instance in the island in which a Puisne Judge will go direct to the Chief Justiceship.

Public Companies

HONGKONG TRAMWAY CO., Ltd.

NOTICE.

The Special Summer Services of through first class cars have now commenced. Fare 10 cents. Between Whitty Street and the new Happy Valley Terminus every 10 minutes. First Car 4.0 p.m. Last Car 9.30 p.m. Between Post Office and Quarry Point every 15 minutes. First Car 4.0 p.m. Last Car 10.30 p.m.

BATHING.

At North Point on and after Saturday June 6th, bathing tents will be provided by the Tramway Company and a refreshment booth by Weissmann & Co.

BAND NIGHTS.

A military band will perform at North Point on Saturday June 6th, from 9.0 p.m. to 11 p.m. and a newly cleared space will be illuminated.

The dates of (subsequent) band nights will be notified by advertisement on the cars.

By Order,
J. J. STODART KENNEDY,
General Manager.

Notice

Dr. C. L. CHOW.

DENTAL Surgeon.
No. 50, Queen's Road.
Central, Hongkong.

Notices

NOTICE

NOTICE is hereby given that the business and goodwill of the Firm of Arthur Nilsson & Company, carried on by Wei A. Yuk at York Building, Chater Road, Hongkong under the style or firm name of "Arthur Nilsson & Company" has this day been acquired by A.B. THE SWEDISH TRADING CO. IN CHINA (Limited), a Company duly registered in the requirements of the laws of the Kingdom of Sweden. Dated this 23rd day of May 1914.

A.B. THE SWEDISH TRADING CO. IN CHINA (Limited).
A. NILSSON,
Managing Director.

NOTICE

We have this day removed our office from Queen's Building to York Building (Top Floor), Chater Road.

A.B. THE SWEDISH TRADING CO. IN CHINA (Limited).
(Incorporated in Sweden).
A. NILSSON,
Managing Director.
Hongkong, May 23rd, 1914.

NOTICE

REDUCTION IN PRICE OF GAS.

THE Hongkong and China Gas Company Ltd. begs to inform the public that on and from the 1st July next the price of Gas for all purposes—lighting, heating, cooking or power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By order of the Directors,
GEORGE CURRY,
Local Secretary.
Hongkong, 21st May, 1914.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS.

Factory at Tsamtsai, OFFICE: No. 35, Des Voeux Road W. Telephone No. 177 & K. 12.

WE are the leading Manufacturers in this class of Goods. Our Fruit & Ginger are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

THE LONDON DIRECTORY

(Published Annually)

Enables traders throughout the World to communicate direct with English.

MANUFACTURERS & DEALERS in each class of goods. Besides being of complete commercial guide to London & its suburbs, the directory contains list of

EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Market they supply.

STEAMSHIP LINES arranged under the ports to which they sail, and indicating the approximate sailings.

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns & industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Orders for 20s.

Dealers seeking Agencies can advertise their trade cards for £1, or larger advertisements from £3.

THE LONDON DIRECTORY CO., LTD.

25 Abchurch Lane, London E.C.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS.

Hongkong, 3rd October, 1913.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York
London Office: 1, Abchurch Lane, E.C.

BRANCHES.

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, Lyons, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus: Gold \$1,000,000,000 equal to £1,600,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the same terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent, or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS issued on all the principal cities of the World.

THE BANK'S CREDIT LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares.

TRAVELLERS' CHECKS sold and cashed.

BOARDS, HONGKONG, MANAGER.

Queen's Road, Hongkong

Hongkong, 1st Nov. 1913.

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorised Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,900,000

Head Office.—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, Lyons, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

Agents at: Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, Lyons, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

Interest Allowed on Current Accounts.

Deposits received for fixed periods at rates to be ascertained on application.

EISHI ONO, Manager.

Hongkong, 6th April, 1913.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund " £1,800,000

Proprietors " £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT, Acting Manager.

Hongkong, 11th April, 1912.

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up—£1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

6.00 A.M. to 10.00 A.M. Every 15 Min.

10.00 A.M. to 12.00 P.M. Every 15 Min.

12.00 P.M. to 1.00 P.M. Every 15 Min.

1.00 P.M. to 1.15 P.M. Every 15 Min.

1.15 P.M. to 1.30 P.M. Every 15 Min.

1.30 P.M. to 1.45 P.M. Every 15 Min.

1.45 P.M. to 2.00 P.M. Every 15 Min.

2.00 P.M. to 2.15 P.M. Every 15 Min.

2.15 P.M. to 2.30 P.M. Every 15 Min.

2.30 P.M. to 2.45 P.M. Every 15 Min.

2.45 P.M. to 3.00 P.M. Every 15 Min.

3.00 P.M. to 3.15 P.M. Every 15 Min.

3.15 P.M. to 3.30 P.M. Every 15 Min.

3.30 P.M. to 3.45 P.M. Every 15 Min.

3.45 P.M. to 4.00 P.M. Every 15 Min.

4.00 P.M. to 4.15 P.M. Every 15 Min.

4.15 P.M. to 4.30 P.M. Every 15 Min.

4.30 P.M. to 4.45 P.M. Every 15 Min.

4.45 P.M. to 5.00 P.M. Every 15 Min.

5.00 P.M. to 5.15 P.M. Every 15 Min.

5.15 P.M. to 5.30 P.M. Every 15 Min.

5.30 P.M. to 5.45 P.M. Every 15 Min.

5.45 P.M. to 6.00 P.M. Every 15 Min.

6.00 P.M. to 6.15 P.M. Every 15 Min.

6.15 P.M. to 6.30 P.M. Every 15 Min.

6.30 P.M. to 6.45 P.M. Every 15 Min.

6.45 P.M. to 7.00 P.M. Every 15 Min.

7.00 P.M. to 7.15 P.M. Every 15 Min.

7.15 P.M. to 7.30 P.M. Every 15 Min.

7.30 P.M. to 7.45 P.M. Every 15 Min.

7.45 P.M. to 8.00 P.M. Every 15 Min.

8.00 P.M. to 8.15 P.M. Every 15 Min.

8.15 P.M. to 8.30 P.M. Every 15 Min.

8.30 P.M. to 8.45 P.M. Every 15 Min.

8.45 P.M. to 9.00 P.M. Every 15 Min.

9.00 P.M. to 9.15 P.M. Every 15 Min.

9.15 P.M. to 9.30 P.M. Every 15 Min.

9.30 P.M. to 9.45 P.M. Every 15 Min.

9.45 P.M. to 10.00 P.M. Every 15 Min.

10.00 P.M. to 10.15 P.M. Every 15 Min.

10.15 P.M. to 10.30 P.M. Every 15 Min.

10.30 P.M. to 10.45 P.M. Every 15 Min.

10.45 P.M. to 11.00 P.M. Every 15 Min.

11.00 P.M. to 11.15 P.M. Every 15 Min.

11.15 P.M. to 11.30 P.M. Every 15 Min.

11.30 P.M. to 11.45 P.M. Every 15 Min.

11.45 P.M. to 12.00 P.M. Every 15 Min.

12.00 P.M. to 12.15 P.M. Every 15 Min.

12.15 P.M. to 12.30 P.M. Every 15 Min.

12.30 P.M. to 12.45 P.M. Every 15 Min.

12.45 P.M. to 1.00 P.M. Every 15 Min.

1.00 P.M. to 1.15 P.M. Every 15 Min.

1.15 P.M. to 1.30 P.M. Every 15 Min.

1.30 P.M. to 1.45 P.M. Every 15 Min.

1.45 P.M. to 2.00 P.M. Every 15 Min.

2.00 P.M. to 2.15 P.M. Every 15 Min.

2.15 P.M. to 2.30 P.M. Every 15 Min.

2.30 P.M. to 2.45 P.M. Every 15 Min.

2.45 P.M. to 3.00 P.M. Every 15 Min.

3.00 P.M. to 3.15 P.M. Every 15 Min.

3.15 P.M. to 3.30 P.M. Every 15 Min.

3.30 P.M. to 3.45 P.M. Every 15 Min.

3.45 P.M. to 4.00 P.M. Every 15 Min.

4.00 P.M. to 4.15 P.M. Every 15 Min.

4.15 P.M. to 4.30 P.M. Every 15 Min.

4.30 P.M. to 4.45 P.M. Every 15 Min.

4.45 P.M. to 5.00 P.M. Every 15 Min.

5.00 P.M. to 5.15 P.M. Every 15 Min.

5.15 P.M. to 5.30 P.M. Every 15 Min.

5.30 P.M. to 5.45 P.M. Every 15 Min.

5.45 P.M. to 6.00 P.M. Every 15 Min.

6.00 P.M. to 6.15 P.M. Every 15 Min.

6.15 P.M. to 6.30 P.M. Every 15 Min.

6.30 P.M. to 6.45 P.M. Every 15 Min.

6.45 P.M. to 7.00 P.M. Every 15 Min.

7.00 P.M. to 7.15 P.M. Every 15 Min.

7.15 P.M. to 7.30 P.M. Every 15 Min.

7.30 P.M. to 7.45 P.M. Every 15 Min.

7.45 P.M. to 8.00 P.M. Every 15 Min.

8.00 P.M. to 8.15 P.M. Every 15 Min.

8.15 P.M. to 8.30 P.M. Every 15 Min.

8.30 P.M. to 8.45 P.M. Every 15 Min.

8.45 P.M. to 9.00 P.M. Every 15 Min.

9.00 P.M. to 9.15 P.M. Every 15 Min.

9.15 P.M. to 9.30 P.M. Every 15 Min.

9.30 P.M. to 9.45 P.M. Every 15 Min.

9.45 P.M. to 10.00 P.M. Every 15 Min.

OUR GAOL.

Report of the Superintendent of Prison for 1913.

Mr. C. McI. Messer, in his report on Victoria Goal for 1913, laid before the Legislative Council yesterday states that the numbers of prisoners received into prison during the year and the corresponding numbers for the year 1912 were as follows:—

	1912.	1913.
Convicted by Ordinary Courts	5,792	5,205
Convicted by Ordinary Courts	1	7
Supreme Court for China and Corea	8	5
High Court, Wei-hai-wei	—	2
Debtors	52	86
On remand or in default of finding surety	1,034	951

Total... 6,885 6,238
There was an increase of 649 on the total number of admissions as compared with the year 1912. There was a decrease of prisoners convicted for Larceny during the year under review, the number being 726 against 1,023 for the previous year.

The number of prisoners admitted to prison for offences not of a criminal nature was 4,482.

There were 77 juveniles admitted into prison, 18 of whom were sentenced to be whipped in addition to various terms of imprisonment varying from twenty-four hours' detention to 1 year imprisonment with hard labour.

The percentage of convicted prisoners admitted to prison with previous convictions recorded against them was 131 as compared with 173 for 1912. There were 154 prisoners admitted who were convicted by the Police Court in the New Territories against 136 for the previous year (100 in 1911).

There were 853 punishments awarded for breach of prison discipline, being an average of 122 per prisoner as compared with 876 with an average of 140 for the preceding year. There were 3 cases in which corporal punishment was inflicted during the year. There were 77 prisoners whipped by the order of the Courts.

There was no escape. There were 10 deaths from natural causes.

Constant attention is given to the instruction of long-sentence prisoners of good conduct, who are employed at industrial labour.

There were 5,774,077 forms printed and issued to the various Government Departments and 36,234 books bound and repaired during the year under review.

The sanitary condition of the prison is good. The buildings generally are in good repair.

The conduct of the European Officers has as a rule been excellent and that of the Indian Staff satisfactory.

The appliances for use in case of fire are in good condition, and the water supply adequate.

The rules laid down for the government of the prison have been complied with.

Mr. P. P. J. Wodehouse acted as Assistant Superintendent from 1st to 14th January during the

DIET IN DYSENTERY.

Dysentery seems indigenous in many parts of the country during the summer.

Wise, therefore, is he who safeguards himself against the disease and seeks medical aid at the first suspicion of its onset.

The best preventive is to invigorate the system to withstand an attack. For this purpose nothing compares with Sanatogen, of which the Rt. Rev. the Bishop of Lina writes:

"Sanatogen has cured me of an obstinate dysentery from which I suffered for a long time, having found all drugs powerless against it—perhaps because I cannot stick to a milk diet. Sanatogen has cured me even without milk."

Sanatogen rebuilds the strength and revitalises the bodily forces which are brought to a lower level by the incessant diarrhoea and loss of blood. It owes its remarkable properties to its unique composition, which has won for it the highest endorsements from over eighteen thousand doctors. By the advice of many practitioners, large numbers of Europeans in China are using Sanatogen daily as a preventive against dysentery and to keep themselves at the highest pitch of nervous and physical well-being.

Sanatogen can be obtained of all Chemists, in bottles of two sizes.

RESULTS OF A CRICKET MATCH.

Recently some lads of the village of Ratmalana, Ceylon, indulged in a game of cricket.

While the game was proceeding one of the lads met with an accident. A ball sent down by the bowler was hit back to him and injured his forehead.

The father of the injured lad when he saw his son knocked down by the ball, rushed to the field and caught hold of the batsman, and after tying him up inside his house belaboured him mercilessly. Afterwards he took his injured son to the hospital, and when he was returning the batsman's father, Alwis, waylaid the party and struck the father of bowler, necessitating his removal to hospital. In answer to the charge Alwis pleaded guilty and smilingly stated that he struck the injured man, because the latter struck his son.

absence on leave of Mr. R. H. A. Craig, Mr. R. H. A. Craig returned from leave on 15th January and was retired on pension on 28th April.

Captain F. O. C. Rogers, M. V. O., acted as Assistant Superintendent from 29th April to 30th September and Mr. C. D. Melbourne from 1st October to 26th December.

Mr. J. W. Franks was appointed Assistant Superintendent on 15th November and arrived in the Colony on 27th December.

SILIMPOPON COAL.

BUNKERS

can be supplied at cheap Rates at SANDAKAN & SEBATTIK (British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

The Nippon M. with the American Mail or Mongolia is scheduled to arrive here on Thursday, the 11th inst.

MAILS DUE.

American, Nippon Maru, 11th inst.

MAILS CLOSE TO-DAY.

Japan via Kobe—Per TOSA MARU, 5th June, 5 p.m.
Japan via Nagasaki—Per BENICHO, 5th June, 5 p.m.

TO-MORROW.

Swatow—Per WONGWAI, 6th inst. 10 a.m.
Haliphong and Pakhoi—Per OHOBING, 6th inst. 10 a.m.
Formosa via Keelung, Shanghai & North China, Japan via Nagasaki, Honolulu, Canada, United States, & America via San Francisco (Europe via Siberia)—Per MAN-CHURIA, 6th inst. 11 a.m.
Straits, Burmah, Ceylon, Aden, Western Australia, India, Egypt, and Europe via Suez, (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 5th June, 5 p.m.—Per DEVANHA, 6th June, 11 a.m.
Philippine Islands—Per LOONGSANG, 6th June, 1 p.m.
Swatow, Amoy, & N. China—Per WUHU, 6th inst. 3 p.m.
Shanghai, and North China (Europe via Siberia)—Per YINGCHOW, 6th June, 5 p.m.
[To make connection with the Tainpu Train leaving Shanghai on Thursday the 11th June, at 8 a.m.]
Hoiphong, Haliphong & Pakhoi—Per LEESE, 6th June, 5 p.m.

SUNDAY, 7th June.

Swatow—Per HAIMUN, 7th June, 9 a.m.
Swatow, Amoy, & N. China—Per DALJIN MARU, 7th inst. 9 a.m.

MONDAY, 8th June.

Sandakan—Per HINSANG, 8th June, 11 a.m.
Haliphong & Pakhoi—Per HANG, 8th inst. 11 a.m.
Shanghai, N. China & Japan via Kobe—Per A. AQAR, 8th inst. 3 p.m.
Shanghai & North China—Per WOSANG, 8th June, 5 p.m.

TUESDAY, 9th June.

Swatow, Amoy, and Foochow—Per HAITAN, 9th June, 10 a.m.
Philippine Islands—Per TEAN, 9th June, 3 p.m.
Shanghai & North China—Per SHAOH-SHANG, 9th June, 3 p.m.
Wei-Hai-Wei & Tientsin—Per CHIP-SHANG, 9th inst. 5 p.m.

WEDNESDAY, 10th June.

Hoiphong, Pakhoi & Haliphong—Per KAIPOH, 10th inst. 10 a.m.
Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 10th inst. 8 a.m.
Straits, Burmah, Ceylon, Aden, Western Australia, India, Egypt, and Europe via Suez, (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 5th June, 5 p.m.—Per DEVANHA, 6th June, 11 a.m.

THURSDAY, 11th June.

Philippine Islands—Per ZAFIRO, 11th June, 3 p.m.
Japan via Moji, Victoria, and Tacoma—Per SEATTLE MARU, 11th June, 11 a.m.
Shanghai & N. China—Per ANHUI, 11th inst. 3 p.m.
Shanghai & N. China—Per LOKSANG, 11th June, 5 p.m.

FRIDAY, 12th June.

Jessellton, Kudat & Sandakan—Per BORNEO, 12th June, 8 a.m.
Swatow, Amoy and Foochow—Per HAIYANG, 12th June, 10 a.m.
Philippine Islands—Per OHINHUA, 12th June, 2 p.m.

SATURDAY, 13th June.

Shanghai and North China (Europe via Siberia)—Per KANOHOW, 13th inst. 5 p.m.
[To make connection with the Tainpu Train leaving Shanghai on Thursday, the 18th inst., at 8 p.m.]

TUESDAY, 16th June.

Saloon, Straits, Ceylon, Aden, Western Australia, India, Egypt, and Europe via Suez, (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 5th June, 5 p.m.—Per DEVANHA, 6th June, 11 a.m.

WEDNESDAY, 17th June.

Wei-hai-wei, Amoy, & N. China—Per HUI-CHOW, 17th inst. 11 a.m.
Shanghai, North China, Japan via Kobe—Per KUTSANG, 17th inst.

FRIDAY, 19th June.

Philippine Islands, Timor, Australia, Tasmania & New Zealand via Port Darwin—Per AL-BANG, 19th June, 10 a.m.

SHIPPING NEWS.

ARRIVED.

Anna, Norw. Br. ss. 1,017, Antwerp, 5th inst.—Bangkok, 28th ult. Rice—Chinese.
Bendeluch, Br. ss. 2,950, Geo. McMillan, 5th inst.—Singapore, 30th ult. G.L. & Co.
Bombay Maru, Jap. ss. S. Komatsubara, 4th inst. Gen.—N. Y. E.
Daiten Maru, Br. ss. 2,324, W. Nakagawa, 5th inst.—Chefoo, 30th ult. Coal—Chinese.
Devanha, Br. ss. 5,785, A. R. F. Hickey, 5th inst.—Shanghai, 2nd inst. Gen.—F. & C. S. N. Co.
Germania, Ger. ss. 3,34, Japan, 4th inst.—Sydney, 18th April, Gen.—S. & Co.
Haimun, Br. ss. 641, J. W. Evans, 5th inst.—Swatow, 4th inst. Gen.—D. L. & Co.
Tamon Maru, Jap. ss. 1,848, J. Kasai, 5th inst.—Swatow, 4th inst. Rice—Sun Wah.
Ulv, Norw. 888, Padusen, 5th inst.—Bangkok, 28th ult. Rice—Chinese.

DEPARTED.

June 5.
Fooksang for Calcutta via Singapore
Chiyuen for Shanghai
Choyang for Shanghai
Delta for Shanghai
Bendeluch for Bangkok
Eulohow for Tientsin via Swatow
Sungking for Hongkong via Pakhoi
Kitano Maru for Yokohama via Kobe
Huo for Haliphong via K. O. Wan
A. Apoor for Calcutta via Singapore
Yerimo Maru for Amoy
Luchow for Shanghai

CLEARANCES AT THE HARBOUR OFFICE.

June 4.
Heijan Maru for Canton
Tosa Maru for Yokohama via Kobe
Brasilia for Hamburg via Singapore
Dunier for Wakamatsu

June 5.
Wuhu for Shanghai via Swatow
Yang for Penang
Hailching for Foochow via Swatow
Bombay Maru for Bombay via Singapore
Rauella for Shanghai

PASSENGERS ARRIVED.

Per s.s. Devanha from Shanghai—Mr. & Mrs. Joseph, Mr. & Mrs. Sturtevant, Mr. & Mrs. R. H. Bennett, Stafford, Mr. & Mrs. Bird & 2 children.

PASSENGERS DEPARTED.

Per s.s. Delta for Shanghai—Mrs. J. O'Leary and child, T. W. Robertson, H. T. Ford, E. R. Mackay, O. S. Liang, Miss J. Barber, Shaw, Miss E. O. Haslam, T. S. Kennedy.

SHIPS PASSED THE CANAL.

London, 22nd May.
Arrivals from China—Moravia, Korber, Leomodon, Baron, Leoburg.
The following vessels have passed the Canal—Chili, Hyon, Iyo Maru, Kazembe, Kashima Maru, Peking.

London, 26th May.
Arrivals from China—Brilliant.
The following vessels have passed the Canal—Blossomfield, Java, Mendacus, Princess Alice, Silesia, Merionethshire, Persus, Polyphemus.

London, 28th May.
Arrivals from China—Austria, Kashima Maru.
The following vessels have passed the Canal—Alex. Himalaya, Syria, Yeddo, Atreus, Paul Lecat.

London, 2nd June.
Arrivals from China—Jason, P. Alice.
The following vessels have passed the Canal—Bansary, Benveniste, Karama, Nubla, Yunnan.

Oysters, Fresh, Fried or Stewed
Findon Haddocks, Kippers &c.,
ALEXANDRA CAFE.

WEATHER REPORT.

On the 5th at 11.35—Pressure has decreased slightly along the coast from Shanghai to Tientsin and over N. Luzon. A depression appears to have formed in the China Sea between Pratas and N. Luzon. Its direction of motion is at present unknown. There is no indication of its approaching Hongkong, however. A depression lies over Tongking.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
Hongkong and Neighbourhood	E. winds, moderate, moderate, cloudy, some rain.
Formosa Channel	N.E. winds, freshening.
South coast of China between H.K. and Lamook	The same as No. 1.
South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.
5th June, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds.	Direction.	Force.	Weather.
Wootock	7a	29.44	57	as	sw	2	0	0
Nemuro	6a	29.57		as	sw	2	0	0
Hakodate		29.55		as	sw	2	0	0
Tokio		29.69		as	sw	1	0	0
Koshi		29.76		as	sw	1	0	0
Nagasaki		29.80		as	sw	1	0	0
Yokohama		29.82		as	sw	1	0	0
Osaka		29.87		as	sw	1	0	0
Naha		29.87		as	sw	1	0	0
Ishijima		29.82		as	sw	1	0	0
Bonin Is.		29.67		as	sw	1	0	0
Chiofo		29.60	65	89	as	1	0	0
Whalwei								
Hankow								
Ichang								
Kiukiang								
Changsha								
Shanghai		29.67	68		as	0	om	0
Gutzliff		29.36	68		as	5	bcm	0
Shang P.	7a	29.75	76		as	0	b	0
Amoy	6a	29.72	74	90	sw	1	b	0
Swatow		29.77	73	90	sw	1	0	0
Taihouku	5a	29.79			as	0	0	0
Taihu		29.81			as	0	0	0
Tainan		29.76			as	0	0	0
Koshun		29.76			as	0	0	0
P'oochow		29.75			as	0	0	0
Canton	6a	29.77	76	91	sw	1	b	0
H'kong	6a	29.74	78	82	as	3	0	0
Gay Book		29.71			as	3	0	0
Macao		29.72	85		as	1	0	0
Wuchow	8a							
Fakhoi								
Holow								
Phullen	6a	29.85	75		as	4	0	0
Tourane		29.70	79		as	4	0	0
O. St. J.		29.88	77		as	2	0	0
Appari		29.74	78		as	1	0	0
Manila		29.83	74		as	1	0	0
Cebu		29.89	78		as	1	0	0
Bacolod								
Cebu								
Labuan		29.91	87					

T. F. Claxton, Director, Hongkong Observatory, June, 5th.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day	On date	On date
Barometer	29.73	29.74	29.75
Temperature	83	78	75
Humidity	73	82	69
Wind Direction	E	E	E
Force	4	3	2
Weather	0	0	0
Rain	0	0	0
Highest open air temperature on the day	84	84	84
Lowest	75	75	75

H.K. Observatory, 5th June.
T. F. CLAXTON, Director.

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON, via Usual Ports of Call	Devanha Capt. W. R. Hickey	noon 8th June.	Freight & Passage
LONDON & ANTWERP via Singapore, Penang, Cebu, Port Said, & Marseilles	Novara Capt. H. R. Hetherington R.N.R.	about 10th June.	Freight & Passage
SHANGHAI	Delta Capt. W. R. Le Mare R.N.R.	10 a.m. 5th June.	Freight & Passage
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	Nagoya Capt. W. H. Sweny R.N.R.	about 14th June.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy. For Freight or Passage, apply to

P. & O. S. N. Co.'s office, Hongkong, 2nd June, 1914.

NORDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers	To sail on
NAPLES, GENOA, ALGIER, LISBON, SOUTHAMPTON, ABERDEEN & BIRMINGHAM	Prinz Ludwig Capt. F. v. Binzer	WEDNESDAY, 10th June, 10 a.m.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	Derfflinger Capt. F. Prosch	About THURSDAY, 11th June.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	Coblentz Capt. H. Schmitt	SATURDAY, 13th June, 1 p.m.
KOBE	Prinz Sigismund Capt. A. Hutzig	About TUESDAY, 23rd June.
JESSELTON, KUDAT & SANDAKAN	Borneo Capt. J. Koehler	FRIDAY, 12th June, 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

FREIGHT LINE.

NEXT SAILING FROM HONGKONG.

OUTWARD.

DurendartAbout 8th June.

HOMEWARD.

For Havre, Emden and Bremen	For Havre, Emden and Hamburg
Hamburg	Bremen
Borkum about End of June.	
For Marseilles, Rotterdam and Bremen/Hamburg	End of July
Altair Beginning of July.	

NORDEUTSCHER LLOYD MELOCHERS & CO.

GENERAL AGENTS, HONGKONG and CHINA
Hongkong, 29th May, 1914.

MESSAGERIES MARITIMES